CYCLE NEWS®

WEST

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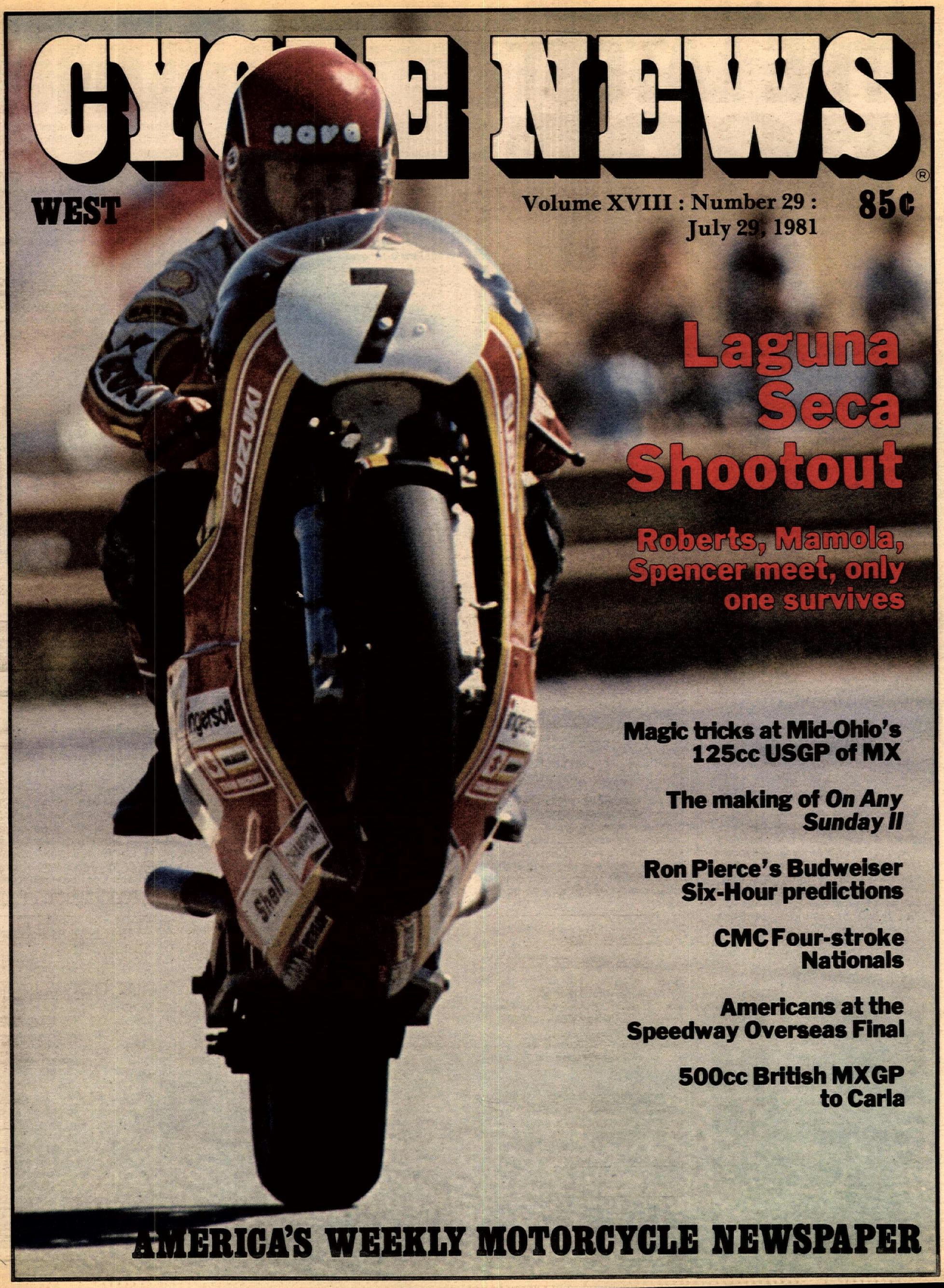


Laguna Seca Shootout

Roberts, Mamola, Spencer meet, only one survives

Magic tricks at Mid-Ohio's 125cc USGP of MX

The making of *On Any Sunday II*

Ron Pierce's Budweiser Six-Hour predictions

CMC Four-stroke Nationals

Americans at the Speedway Overseas Final

500cc British MXGP to Carla

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER

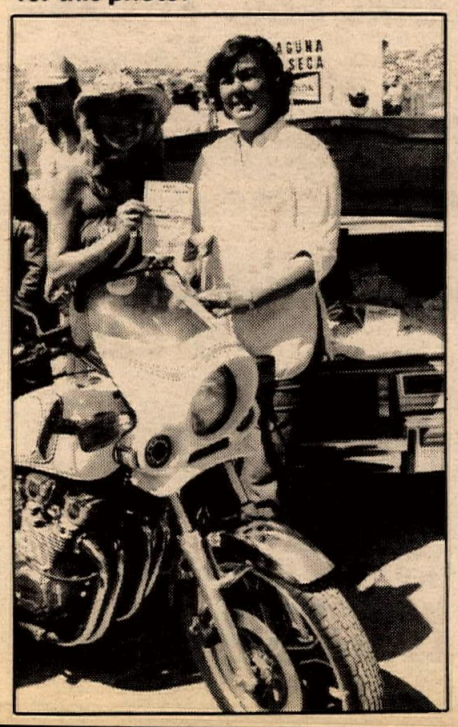
THE LATEST POOP BY PAPA WEALEY

The works Yamaha road racer that Kenny Roberts rode at Laguna Seca was not the '81 version that features a square-four engine and rotary valve induction. The bike KR saw action on was the late 1980 model with rectangular aluminum frame and the transverse four piston port motor with the two outside cylinders reversed to improve the exhaust location. The team didn't fare well and DNF both legs due to wrong tire compound choice, carburetion troubles and finally a burnt out clutch.

The Suzuki RG500 that Randy Mamola rode to victory at Laguna Seca was also a year-old model, that according to Mamola, is 30 pounds heavier and had 10% less power than his '81 machine. "When I got on the thing," said Mamola, "it felt obsolete. Now that I've won this race on it, my mechanic probably won't let me complain about the new bike."

Wayne Rainey did not ride the Novice event at the Laguna Seca road race, and the reason why shows how close to home crime can hit. Leaving the L.A. Coliseum after watching the Superbowl of Motocross, Rainey was mugged and robbed, and needed stitches in his scalp after the assailant hit him with a pistol butt. To Wayne, whom we hope to see at DuQuoin, go our best wishes for a speedy recovery. To the unknown assailant, go our hopes that he is caught and sentenced from 10 years to life in the lower half of an overfilled port-a-can.

Richard Molina of Gonzales, CA, became the winner in the *Cycle News* '81 Ride Away Sweepstakes when Winston's Lynn Griffis joined our publisher Sharon Clayton to draw the winning name for the Yamaha Seca 550 July 19 at Laguna Seca Raceway. Special thanks to Jim Shook for loaning us his Seca for this photo!



The Aug. 2 British 500cc Road Race GP a Laguna Seca rematch? Yes. Joining Laguna Seca winner Randy Mamola, Kenny Roberts and the rest of the gang at Silverstone will be Honda's Freddie Spencer. "He's going," said Honda Racing Manager Dennis McKay when asked to confirm reports that Spencer would ride the experimental NR500 Honda in the British GP. "They're rebuilding four new engines for him. In fact (the Japanese technicians) are flying home tonight." Spencer used the NR500 to beat Kenny Roberts and Wes Cooley in a five-lap Formula One heat race that netted Spencer the pole for the first 100km leg of the Champion Spark Plug 200.

Of all the stock parts *not* to be found on Freddie Spencer's work Honda Superbike racer, would you believe the machine retains its 85 mph speedometer? However, the speedo needle is showing signs of wear and, at Laguna Seca, sported an approximate 45 degree bend to the left...

Terry Vance (Suz) shut down Randy Mason (Kaw) in the Pro Stock ranks while Terry Kizer (Kaw) topped Vince Santangelo in the Funny bike class as NMRA drag racing joined the July 18-19 NHRA Summernationals at Madison Township Raceway Park in Englishtown, New Jersey. Vance ran an 8.91 second pass to Manson's 9.11 ride. Kizer blistered the track with a 7.99 second run as Santangelo turned in an 8.11 in defeat.

"I hate to say it, but I won't be racing the (July 25) DuQuoin Mile (National)." said Jay Springsteen. "I'm still pretty sore around my ribs as well as where I broke my collarbone. It's up to me when I go back racing. I've been told not to hurry things and to let everything heal. Heck, I'm itching to get back, but it looks now like I'll ride the short track (National) at Santa Fe. That gives me another two weeks to heal. If everything feels good then I'll ride Peoria also. The (hairline) bone break in my wrist doesn't bother me and I don't have a cast on it."

Defending 500cc MX World Champion Andre Malherbe (Hon) carded a pair of second place finishes in the July 19 Dutch GP to take overall while Graham Noyce (Hon) had a 1-6 day. Brad Lackey took sxith in the first moto. Noyce leads the point standings by a scant three points — 167 to 164 over Malherbe with Hakan Carlqvist (Yam) third with 130.

Efforts to raise funds to send an American contingent to Europe to contest the Trophee and Motocross des Nations continued at Mid-Ohio. Announcer Larry Maiers auctioned off rider gear to benefit the cause. Mark Barnett, Chuck Sun, Broc Glover and Bob Hannah are the riders now chosen to attend — if enough funds can be raised. Trophee and MX des Nations T-shirts are still available for $8 (with profits going to the rider fund). Send your order c/o Hi-Point Racing, 3709 West Erie Avenue, Lorain, OH 44053. Other donations can be send directly to the AMA at P.O. Box 141, Westerville, OH 43081.

Honda will be ready to race the NS750 again at the DuQuoin Mile, and judging from the smiles in the Honda pits at Laguna Seca last weekend (despite their less-than-elating results there) they expect the bikes to be competitive. They've changed the timing on the V-twin so that it now fires "twingle" style, both cylinders on the same crank stroke, and word has it that they've gained four horsepower in the process.

Grand National Championship will present the 4th annual Good Time National outdoor championship on Aug. 8-9 at Lake Whitney Cycle Ranch in Whitney, TX. There will be classes from the Teeny Mini (4-7 yrs.) through the Over 30. They'll have beginner classes for riders who have not previously won a GNC trophy. Intermediates and experts will ride on Aug. 9 only, but all other classes will participate on both days. For further information and entry forms, please contact Jeffy Surber, 233 Palm Aire Drive, Friendswood, TX 77546, or phone 713/641-3025.

Yamaha's Larry Roeseler, co-winner of the 1981 SCORE Baja Internacional and a member of this year's U.S. Silver Vase team in the ISDE, underwent surgery on his left knee Tuesday, July 14. That knee has given Roeseler trouble for the last three years, and while competing in an AMA D-38 race the previous Sunday, caught his foot in a rut and twisted it again. Larry went to see orthopedic surgeon Dr. Riddell on Monday, and on Tuesday the operation was performed. Thanks to the use of a relatively new surgical tool called an arthroscope, the procedure only involved five small incisions and Roeseler left the hospital the same day. He's at home now and will start exercising the leg within a week, and could ride within three weeks if he wanted to. According to Roeseler, his plan is to get the knee, and the left shoulder he injured in April, back in top shape for the Oct. 5-11 ISDE in Italy.

Desert star Bob Balentine and long time lady friend Michele Kasparek "are finally getting married" (that according to the invitation) on July 25 in Gardenville, NV. A hearty congrats to the couple from Papa.

We were sorry to hear of the death of Tim Donnelly, brother of Del Amo Suzuki owner Kevin Donnelly, while on a road ride to the Laguna Seca road races. But as a friend of the family pointed out, "Tim was among friends, leading the pack and doing what he wanted to do." Funeral services were scheduled for Tuesday, July 21. Godspeed, Tim.

Pat Hennen will make a parade lap on a Yoshimura Superbike at the Budweiser Six-Hour Endurance Race at Riverside Raceway, July 26. Pat was the first American to win a 500cc World Championship Series road race, and this will be his first track appearance since his retirement from racing following a near-fatal crash at the Isle of Man in 1978.

Ron Pierce will join Eddie Lawson on the Kawasaki Motors KZ1000 Superbike for the July 25-26 Budweiser Six-Hour at Riverside International Raceway. Pierce speaks out about the AFM-sanctioned endurance race on p. 22 in this week's *Cycle News*.

Winner of the Honda CR450R in the *Cycle News* '81 Ride Away Sweepstakes, Randy Blankenship, is not a Junior dirt tracker as our caption in last week's paper stated. He's a Sportsman Expert or a Pro Novice.

It's possible for Suzuki's Georges Jobe to clinch the 250cc World Championship MX Series title at Unadilla next weekend, July 26. He needs to beat Team Yamaha's Neil Hudson by eight GP points (15 points are awarded per moto for a win) to take his second consecutive crown.

HosPITal STOP: Kevin Hopkins crashed and broke three bones in his foot while practicing for the Los Coyotes European Scrambles on July 10, and it looks like he'll be sporting a cast until Aug. 10. Cards to cheer him up may be sent to 1564 Rosehaven Lane, Canyon Country, CA 91351.

Terry Knight has developed a new frame to house the Suzuki 500cc thumper motor. Dial 415/582-1333 for details.

Been watching ESPN sports programming and been disappointed when they'd announce a motorcycle race air time then cancel it? According to a spokesperson at ESPN, it'll take phone calls asking for motorcycle programming (and complaining when they put something else in its place) to convince them that showing races is a good idea. In the Los Angeles area, their phone number is 213/738-6003.

Kawasaki's Team Green vans are undergoing preparation for a heavy month in August. Their first stop will be the GNC Good Time Nationals in Whitney, TX on Aug. 8-9; then they'll head off for Ponca City, OK, for the NMA Grand Nationals on Aug. 12-16 and finally, they'll travel across the U.S. to Reidsville, NC for the AMA Kawasaki Youth/Schoolboy National on Aug. 29-30. Both vans will attend all the above events to support all Kawasaki riders.

Plan to race in the July 25 Vintage race that's part of the Budweiser Six-Hour show? Don't mail that entry! Instead, phone Mike Lewis at 213/450-1242 and let him know you plan to bring him your entry at Riverside on Saturday morning before 10:30 a.m.

Jay Springsteen made only one lap in the June 26 Santa Fe TT National, but

it was enough to earn him one Winston Pro Series point and thus $10,000 for leading the point standings at the halfway point. A total of $35,000 was split among the top ten in the standings with Steve Eklund grabbing a $6,000 payday followed by Randy Goss ($4,000), Mike Kidd ($3,000), Gary Scott ($2,500), Scott Pearson ($2,200), Hank Scott ($2,000), Steve Morehead ($1,900), Alex Jorgensen ($1,800) and Jimmy Filice ($1,500).

Spectators will have free access to all areas of the track during the races at the Washougal/Yamaha 125/500cc Motocross National at Washougal MX Park in Washougal, WA on Aug. 2. That'll give you plenty of chances to wander about and see all the action on the European-style course. Superbowl winner Mark Barnett could clinch the 125cc National title there, and Pacific Northwest fans can cheer on native son Chuck Sun as he goes against Broc Glover, Mike Bell, Goat Breker, Danny LaPorte, Marty Smith and a host of other National riders.

Horst Leitner has announced the A-Trak contingency program for all AFM and ARRA road races for the remainder of 1981. Leitner Corporation will pay $50 per class win and $25 for second in class at all regular AFM and ARRA races. Additionally, he has posted $200 for first, $100 for second and $50 for third place in each class at teh upcoming Budweiser 6-Hour AFM Endurance Race, July 25, at Riverside. For more details, contact Leitner Corporation at 714/731-5114.

Sears Point Raceway returns! Filmways, Inc. has reached agreement with a group headed by Jack Williams to purchase the 740-acre race track. Williams will serve as President and General Manager and has retained Bob Miller to stay as Chief of Marketing. Other principals include contractor Rick Betz of Walnut Creek and Clark Marshall a former principal in NorthWest area promotions including Seattle International Raceway and Puyallup in the Seattle, WA area. Williams, a former National drag racing champion plans to honor all scheduled events on the calendar starting with the AFM school and race weekend on July 11-12. The name of the track reverts back to Sears Point International Raceway.

Construction of additional grandstands in the Dud Perkins, turn four, area of the San Jose mile have begun. An additional 2,000 seats will be available for the Sept. 21 event with the northern California Yamaha Dealers Association joining the ranks of sponsors.

Thanks, but...The July 13 issue of *People* magazine features a two-page story on the Harley-Davidson "buy back" from AMF. They printed a full page photo of Harley-Davidson Owners Association's Carl Wicks leading a group of riders, however, and identified him as chairman of the board Vaughn Beals. Close.

The people up in Washington state are working hard to bring a Superbike National to Seattle International Raceway for the Sept. 12-13 weekend. The program would include a Lightweight Expert, possibly a sidecar race and 14 classes of Amateur racing. Info? Dial 206/365-2895 (Claude Hammond) or 206/939-2885 (Steve Riley). •

THE NATIONAL PAPERS

The Rolling Thunder six pack

With 10 races remaining on the AMA/Winston Pro Series schedule, the potential is staggering with respect as to who will be the '81 Grand National Champion.

Last year it was a two-rider contest decided by a single point. With the season half over at this time it appears that at least six riders have a run for the title and the money.

Two factory riders and four privateers will make a run for it in the nine dirt track events that are left.

The balance of the dirt series offers at least one of the four types where riders compete on the dirt: short track, TT, half mile and mile. It favors the miles, with five of the nine remaining dirt track events on the long, fast ovals. Four of the six contenders are former Grand National Champs, or number one point-gainers. One of the two non-champions missed the title by one point and the other has consistently been in the final top 10, but never higher than fifth in the final standings.

The former champs are: Gary Scott, Randy Goss, Steve Eklund and Jay Springsteen. The two other contenders: Hank Scott and Mike Kidd. Put all their national wins together and you come up with an outstanding total of 86! All on dirt tracks of the type left on the '81 schedule.

Looking at the remaining sites for the National events this year the favorite (prior to his injuries) would be Springsteen who has won at seven of the nine locations. His only two misses are at the Santa Fe short track and at Tulsa, where he was not entered for the first event a year ago.

Hank Scott would rank second, winning at five of the locations in past years. Next would be older brother Gary, winner at three. The same for Eklund. Goss and Kidd would rank at the bottom with Goss winning at two of the tracks left to run and Kidd at only one spot.

Experience appears to play a big part in the title chase this season with Gary Scott the veteran of the group, starting his racing career in 1970 and winning his first National in '72. He is also having his best season since winning the overall title back in 1975.

Both Hank Scott and Mike Kidd won their first National races in 1974. Hank has always been a top 10 runner, but '80 was his year with five victories and his best year, missing the title on the last lap of the last race.

Kidd has never been closer than fifth in the standings, but has never had the backing that he has this year with the proven Harleys and the new Yamaha. Of the six, however, Kidd is perhaps the most difficult to predict from race to race.

Eklund started winning Nationals in 1976. Though often unpredictable, he is still very consistent when it comes to scoring points. Short tracks and TT courses are going to find him tough and he has 14 victories to date.

Springsteen racked up his first National win back in 1975 and has been winning many each season, except for 1980 when he came up dry.

Jay used to be very predictable — if he was there he was the rider to beat. But time and injury can take its toll on any rider and Jay is now out with his first major injury, but vows to be back in time to try for his fourth title and a record amount of wins. He now has 27 Nationals, all on dirt and at least one in each of the four categories.

The new kid on the block is Goss, who won his first major race in '79 and then took the title last year with only one victory and by a single point.

But of the entire group, Randy is fast becoming the most consistent from race to race, proving you do not have to win and win and win, to get up there. He only has five wins to his credit but is now back on the groove, so it seems, for the last half of the season.

Taking the remaining races, this is how it shapes up. First is the Duquoin mile. All six contenders are former mile winners but only Springsteen and Hank Scott have won here on this beautiful southern Illinois oval that seats five times the total population of the town it is located in.

Next is the longtime Chicago/Santa Fe Park short track. Eklund is the big favorite here, winning three times in the past. Hank Scott has a single victory.

The well known Peoria TT, annually the roughest track the riders compete on and perhaps the closest to what TT tracks were written up to be many years ago. Eklund and Springsteen have each won here on one occasion in the past. But each year this is the track that can produce a surprise/upset winner. Kidney belts are a must at this one.

Indianapolis has already run once this year but the riders return for two more mile events in August. Springsteen, Hank Scott and Kidd have all won here on two occasions. This is the equipment-buster track. Fast and to the limits most of the way, it runs once under the lights, the next day under the sun. If the six riders can all score points in *both* events they are halfway home.

Then it is on to the Tulsa half mile which ran for the first time last year. There is no other half mile running quite like this one. They call it a half mile but it is larger. Last year it was run in 100° weather in the daytime. This year it will be at night. It is a very fast oval, day or night. The groove is hard as concrete because there are many car events running weekly. It has all the potential of being the fastest half mile run on the series, but it also can develop a narrow groove, making it tricky and costly. Tulsa is unique in that it is the only track left to run where none of the six have won at least once.

Then it is back to the mile at Syracuse, NY, where Gary Scott and Springsteen have each won twice and Hank Scott once. Hank won his first National race on this fast daytime, black-dirt oval that has the best spectator grandstand on the circuit.

Then there is the final trip west and the last two events that have played such a part in deciding the title in the majority of recent seasons.

San Jose and mile number two on the season. It really gets down to the fine edge here as five of the six riders have won here at least once! Gary Scott and Springsteen have won it twice. Kidd is the lone non-winner at San Jose but has led the final for dozens of laps over the years. One year it was down to the final turn. This is not Kidd's favorite track, or is it?

The last weekend in September and it will be time for the final event. The half mile at Ascot Park in Gardena, CA. It's now the oldest half mile on the circuit, dating back to 1959. Gary Scott, Randy Goss and Springsteen are the three former winners. But Goss and Springer have dominated here of late. Jay has three wins, Randy two, including the barn-burner run earlier this year when he turned back Jay in one of the hardest 20-lap runs ever turned in. Goss could well determine who will take the title, since he won the last San Jose race in '80 and the first Ascot half mile in '81. He also had the fastest combination at San Jose earlier this year by five full seconds in the 10-mile heat race but broke on the first lap of the final.

For the longtime fan, the rebel fan, the fan who likes longshots will be behind Gary Scott. He is fast becoming the senior rider on the circuit and this could be his last hurrah and serious shot at one more title.

For the fans that like to see records broken then Springsteen is the rider. Jay may go down as the best dirt track racer to ever come along if he can stay healthy. He is now just a couple of wins behind Kenny Roberts for the all time win record and Roberts may be back on the dirt circuit next season.

If you are a fan who says close is good but out front is better, then Hank Scott is the rider. His one point loss a year ago was a big letdown and how close can you come?

For those who like their riders consistent, then both Eklund and Goss are the ones who just may take it all this year without winning many races. Neither rider will overwhelm you with words but both have a throttle hand and a racing head to match.

There are always a lot of fans who like the underdog, the darkhorse. This of course, is Kidd. Mike has been trying for years to win the title and is one of the best promotional and PR riders, past or present.

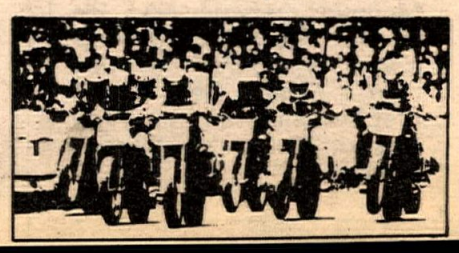
When they write the book, "Why I Didn't Win," the first chapter will be about Kidd.

He is not only in the running for the title but trying to finish higher than ever before. He has an experienced group behind him that includes three former Grand National champs. He has new Harleys and new Yamahas. This could be the stretch runner in addition to the darkhorse.

The season was barely half over and they had come up with 13 different winners! This could well be the year when several riders who are not in the title contender category will in fact decide which rider will win the number one plate and the extra $30,000 on top from Winston cigarettes.

Who am I picking? I wrote down a name and buried it in my desk with a note to look at it on September 27th. Most of you would not agree anyway.

Roxy Rockwood



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ON THE FRONT PAGE. Randy Mamola monowheeled his way to victory in both segments of the Formula One race at Laguna Seca for his first National win. RG500 by Suzuki. Photo by Charles Morey.

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VOICES

Sequoia Volunteer Day thanks

Just a note to thank all those who turned a 9 a.m.-4 p.m. day into two hours, for their work on rebuilding the Beach Trail in Sequoia National Forest. The most-damaged section of this trail was closed and turned back to nature. Not only does the newly-built 7/10ths mile trail now reside on a hillside to minimize future damage, but it offers more aesthetic value to the recreational trail rider. It also gives us twice as much trail mileage as the area that was closed.

Many groups and individuals have done volunteer work with the Forest Service in the Cannell Meadow District before over the past several years. But the 4th of July rider turnout was nothing less than historic, in terms of numbers, enthusiasm and results. Out of 108 riders (and friends) who hastily signed up a day or two before "Volunteer Day," 101 actually left the "start line!" Because of the incredible turnout, the Forest Service and others, were afraid that there would be mass confusion, chaos and injuries. Instead there was excellent supervision, well-divided work groups, and a new trail that all can be proud of. Condolences to the only "near-injury," Dave Kincaid, who suffered only a bruised foot, instead of a nail through it, thanks to his plastic boots.

With the tremendous success of this effort, we hope that it is only the start of a systematic volunteer trail rider maintenance program in the Cannell Meadow District and other Forest Service districts. The Forest Service has assured this rider that a complete "loop trail" network is *ready* to be implemented, to alleviate the chaotic and controversial "Gloden Trout" closures, and resulting dead-ends. But repair and some rerouting of badly damaged existing trails has to be completed first. The sooner we get the existing trails up to snuff, the sooner the constantly-called-for "loop" network will happen.

Though there was no real club effort at this event, there were many members from at least the following 12 clubs who donated their time, as follows: Checkpoints M.C., Chaparrals M.C., Barbenders West M.C., Conjo Trail Riders, East/West M.C., Pit Crew, Sespe Kruzers, SoCal M.C., Stumpjumpers M.C., Tyred Wheels M.C., UEA, and the Vallejo M.C.

Enough cannot be said of the Forest Service in cooperation, supervision, and maximum quality with minimum personnel. It is no secret that their funds and numbers are severely short, and might remain so for at least the next few years. A special thanks to Mike Mendoza, without whose extensive field and office work, this project could not have happened, and to Tom Crimmons, who authorized and led it to completion. Thanks also to Sue McElfresh, Brian Spence, Debbie Goff, and the five "emgergency helpers" who completed a fairy tale story.

Plans now call for two yearly large group (60-80 volunteers) work days on the 4th of July and Labor Day weekend. One to two small group (20-30 volunteers) events are planned, one on the first weekend in August, and the other tentative one on the first or second weekend of June.

There are two more "Volunteer Days" scheduled this year. On the Aug. 1 weekend will be a small group project to repair the Lower Beach Trail. On Sept. 6 (Labor Day weekend) will be a larger group effort to reroute and repair the Granite Knob Trail.

Because many of the existing trails in the Cannell Meadow District are not designed as motorcycle trails (and in fact were built by the CCC, circa 1933), there are closures taking place now, that would otherwise be unnecessary. The Granite Knob route is one such trail. With its reroute to a more acceptable area, like the just-finished upper Beach Trail, permanent, temporary, and seasonal closures will start to fade.

Though there was perhaps not a person present who was not happy, excited, or jubulant of this success, we would be eager to see *clubs* join the roster for future events.

A lot of fun was had by all on the 4th. Our apologies to those few who got lost riding out to the trailhead. There will be markers up next time. The Forest Service will try to provide enough *cold* punch for all (sorry guys, beer is against FS regs) at the next events.

Many of our detractors have said the trail riders never did two bits to maintain our trails. Just rode them to death. Let them be silent now. Please call me at 213/255-5815 to sign up your club, or your body (or both).

The Forest Service will again supply McClouds, shovels, polaskis, saws and pruners as required. But if possible, please bring: gloves, canteen, glasses or goggles and a shovel. Meet at Troy Campground #30-31, at 9 a.m. Aug. 1 and Sept. 6. See you there.

BILL HERNDON
Los Angeles, CA

Wrong again

Honda's ad in your July 1st issue regarding their inference that the ATCs that finished were the first three wheeler to do so is innacurate. Your (*Cycle News*') clarification that Honda's ATCs were the first *production* three-wheelers, as compared with Frank Danielson's Triumph side hack rig, to finish Baja is still incorrect. And Honda's ATCs were not the first *production* three-wheelers to finish Baja (SCORE sanctioned or not).

First, let's clarify the fact that Triumph (most all British, other European and Harley Davidson) motorcycles were sold *production* with side cars. As I recall the McQueen/Ekins Triumph 'hack' three-wheeler was in fact a modified *production* side car unit. That means, in either or both cases, that Danielson's 1970 Baja 1000 finish was indeed the first "three-wheeler" to finish a Baja race (NORRA sanctioned then).

Secondly, according to Honda's own ad their ATC's only went to, "San Felipe, approximately one half the full distance of the Baja 1000 course." That means the Honda ATCs only finished half-a-thousand. In this case only about 375 miles. That took them "19 grueling hours" according to the ad.

Thirdly, Frank Danielson's 1970 Baja 1000 finish covered about 900 miles and went all the way to La Paz...not just down the road to San Felipe. And Danielson's efforts required the "three-wheeler" to carry two riders, not just one.

Lastly, therefore, Honda's advertisement should read as, "The first production Japanese three-wheeler (not counting Japanese cars that had one wheel fall off) to finish, partially or half, the Baja (SCORE) 1000."

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Next week:

Budweiser Six-Hour Coverage!

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TEN YEARS AGO

Mark Brelsford took his factory Harley-Davidson to victory in the Ascot National TT, leading from the second lap of the 50-lap main event. It was Brelsford's second Ascot TT win in three years, and his fourth career National win. BSA's **Dave Aldana** took over second at the halfway point, and Triumph-mounted **Eddie Mulder** finished third. The winning time for the 50-lap affair was 39 minutes, 24.15 seconds. In the 14-lap Junior feature, it was a race-long battle between **Kenny Roberts** (Yam) and **Gary Scott** (Tri), and Roberts wound up taking a close win.

Per usual procedure, a CZ rider won the International class of the continuing Inter-AMA Motocross Series, but in the Linville, OH, round spectators had an easier time pronouncing his name. England's **Dave Bickers** won the first two motos and then placed second in the final round for top overall score. **Keith Fansn** (Hus) finished second and **Mark Blackwell** (Hus) took third and top American, winning the final moto along the way. Series leader **Vlastimil Valek** (CZ) finished sixth. **Lars Larsson** won the 500cc National class on a Husky.

Bruce Brown's movie *On Any Sunday* was reported to be doing very big business following its first week in Los Angeles. A spokesman for *Variety* said the film was undoubtedly "very big," having grossed $25,000 in L.A. alone, plus gaining momentum across the country.

Motorcycle Owners, Riders and Enthusiasts president **Russ Sanford** reported on the passage of California Assembly Bill 2342. That bill, which carried the names of Assemblymen **Eugene Chappie** and **Edwin Z'Berg,** created the Green Stickie fund, where off-road motorcyclists paid to have their machines registered, and the resulting funds were to be used for motorcycle and off-road parks and recreation opportunities.

In drag racing action from Niagra Falls, NY, **Larry Welch** took his twin-engine Triumph to the Top Fuel victory, defeating **Joe Smith's** Harley-Davidson with a 9.65-second run. On another Triumph double, **Sonny Routt** won Top Gas with a 10.63.

It was announced that **Raymond V. "Chub" Kellam** had been appointed AMA Western Region Referee. Kellam replaced **Dave Welch,** who resigned to accept the position of Coordinator of Professional Racing at the AMA's Worthington, OH, headquarters.

In news from Europe, Suzuki's **Joel Robert** swept both motos of the East German 250cc MXGP, for his 41st career GP win. Robert only needed one more win in the four remaining rounds to clinch his fourth 250cc World Motocross Championship. Suzuki teammate **Roger DeCoster** moved into the 500cc MX Championship points lead by placing third in England.

Halfway through the year, **John Rice** led the AMA D-37 motocross point standings. •

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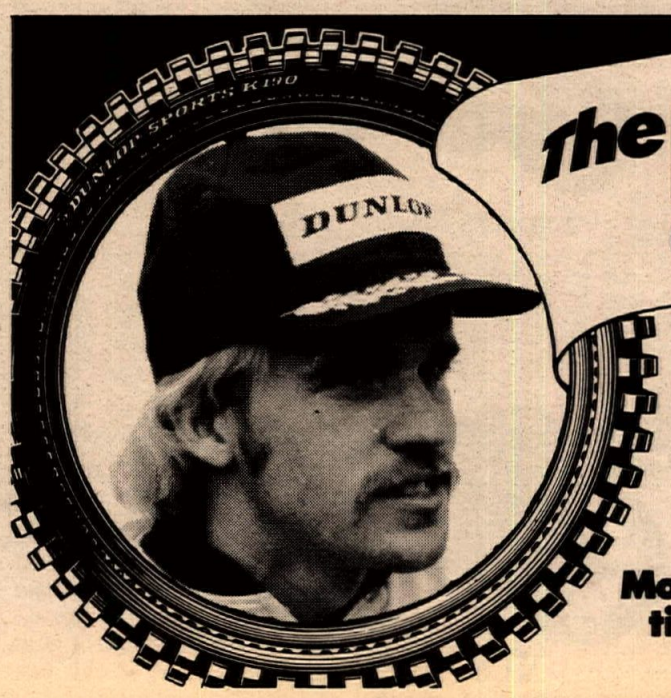

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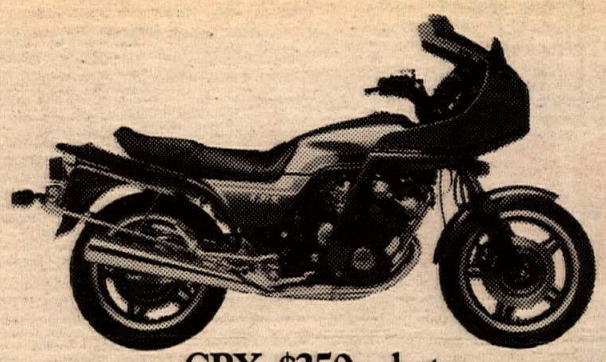

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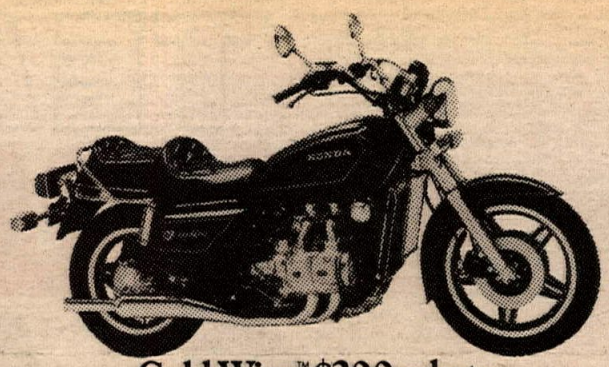

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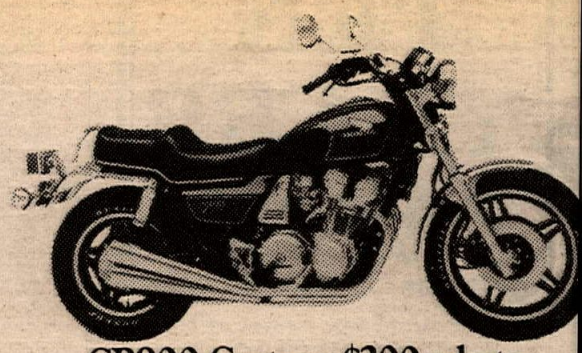

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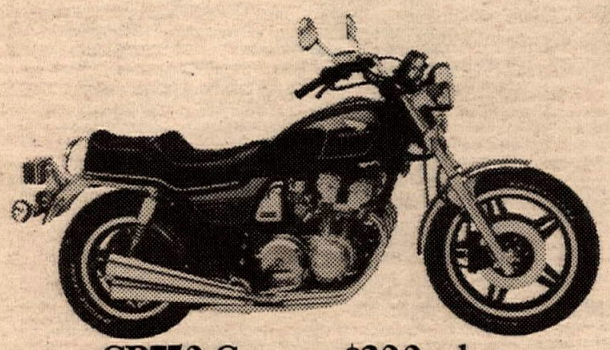

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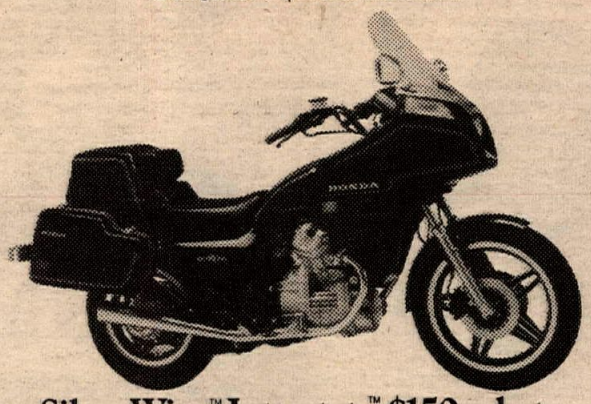

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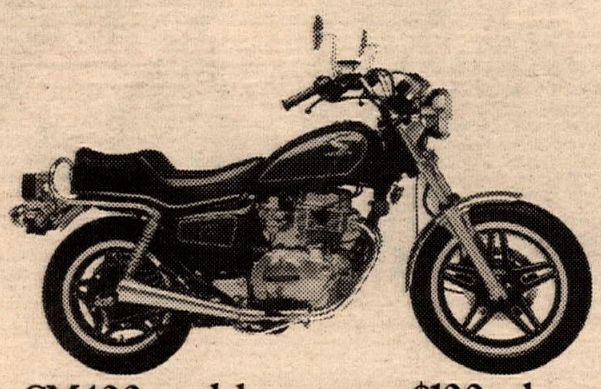

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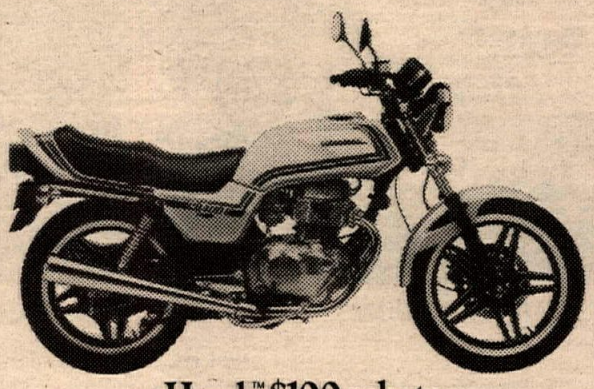

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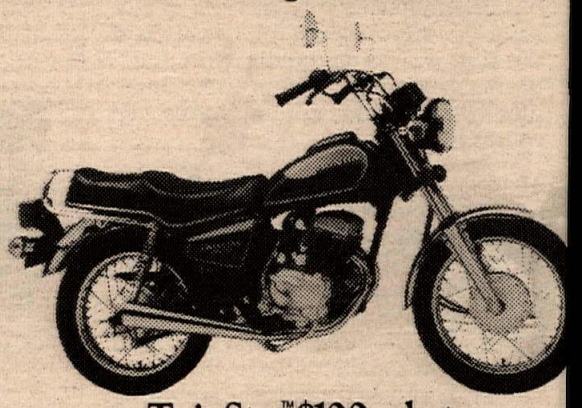

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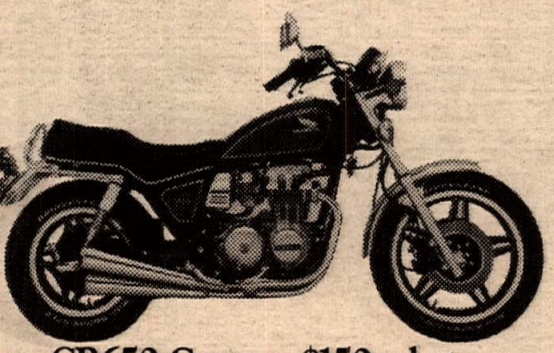

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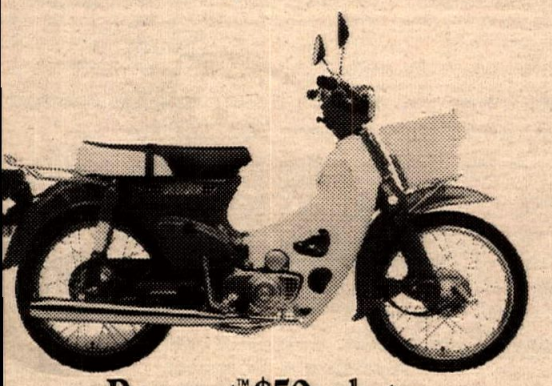

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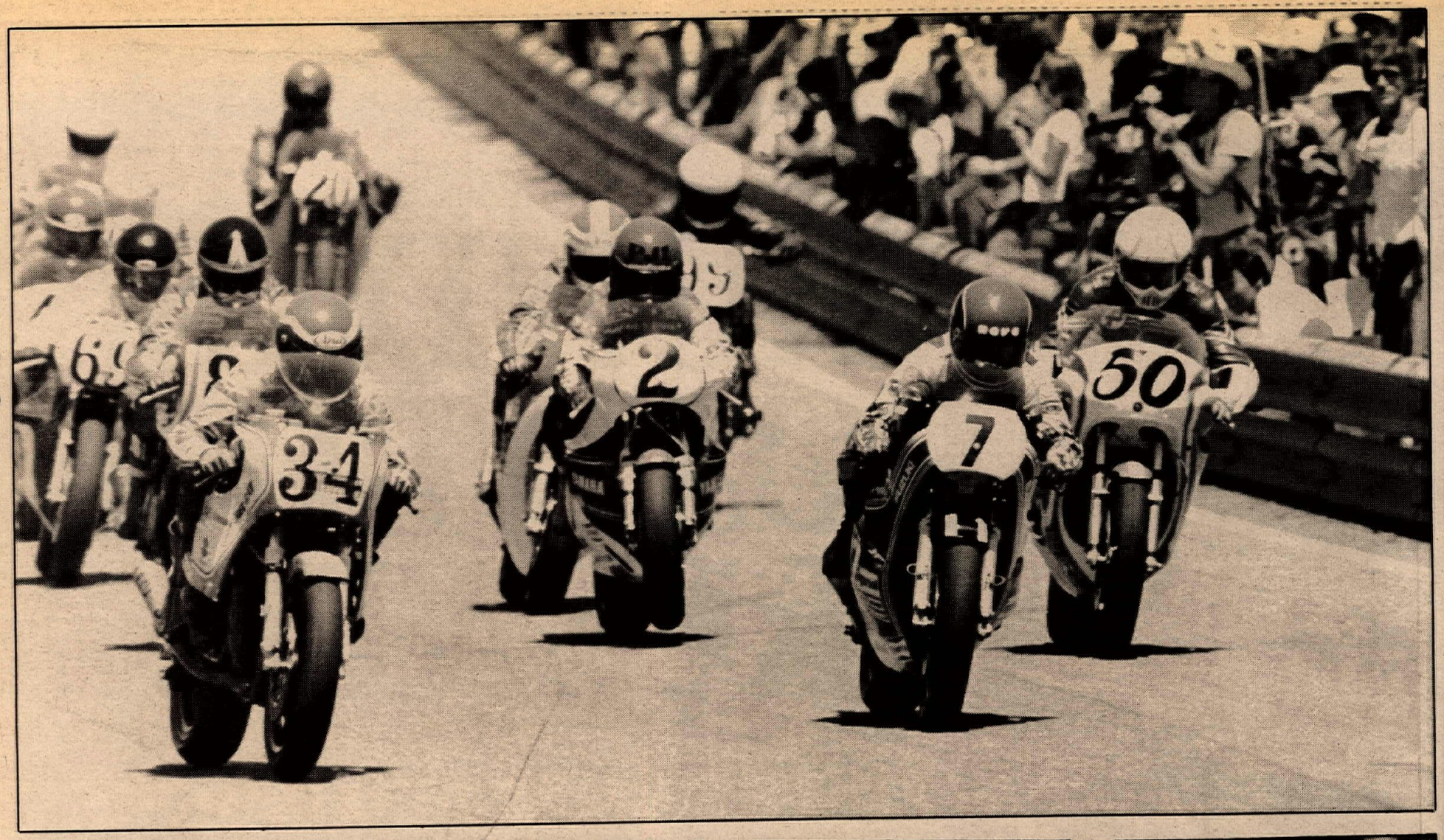
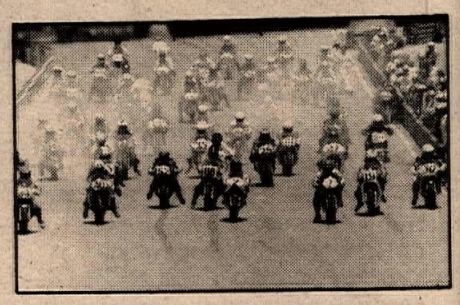




The photo sequence above shows the progression from five minutes to go (far left) to go (far right). In the left center frame you can see Kenny Roberts making last minute adjustments. (Top) Once underway it's Wes Cooley (34) leading Randy Mamola (7), John Bettencourt (50) and Kenny Roberts (2).

AMA Grand National Championship/Winston Pro Series: Round 16

Mamola mauls 'em at Laguna Seca

By Dale Brown
Photos by Charles Morey

MONTEREY, CA, JULY 19

"It was a good race, and everything worked out really well," summed up 500cc World Championship Road Racing contender Randy Mamola, after sweeping both 100km heats of the Champion Spark Plug 200 AMA National Formula One road race at Laguna Seca. Riding last year's works Suzuki RG500, Mamola was smooth all day en route to his first National win.

Fellow Suzuki rider Wes Cooley, on the big Yoshimura/Suzuki four-stroke, placed second in both legs after leading the early laps in both. Defending U.S. Road Racing Champ Rich Schlachter, riding a Yamaha TZ750 posted a pair of fourths for third overall.

Defending World Road Racing Champ and five-time Laguna Seca winner Kenny Roberts encountered nothing but problems during the day and did not finish either segment.

Honda's Freddie Spencer rode the U.S. debut of the four-stroke water-cooled V-4 NR500. "Fast Freddie" started off very fast, taking the 20,000 rpm redline machine to a convincing win in a five-lap Saturday heat race, beating Roberts and setting fast time to earn the pole of Sunday's first leg.

However, Saturday's promising performance did not carry over into Sunday. Minor and major problems were encountered, and Spencer was out of both races in only a handful of laps.

The expected Roberts/Mamola duel certainly seemed to bolster attendance, and the total crowd for the weekend was set at 45,000.

Heat races

Unlike the timed practice sessions of recent years, two five-lap heats were used to set the grid of the first leg of the final.

Spencer showed the power of the 500cc Honda as he pulled the holeshot off the line and led Roberto Pietri's big Honda, Roberts and Cooley at the end of the first 1.9-mile, nine-turn lap. Roberts and Cooley both put Pietri away quickly as lap times dipped into the low one-minute, eight second range. (Roberts' lap record is 1:08.141.) King Kenny closed slightly on Spencer, but the Louisiana teenager wasn't having any and won by almost four seconds. Behind Roberts were Cooley, Pietri and Honda's Mike Spencer. At 5:49.945, Freddie Spencer's five lap time would turn out almost 11 seconds faster than the winner of the second heat.

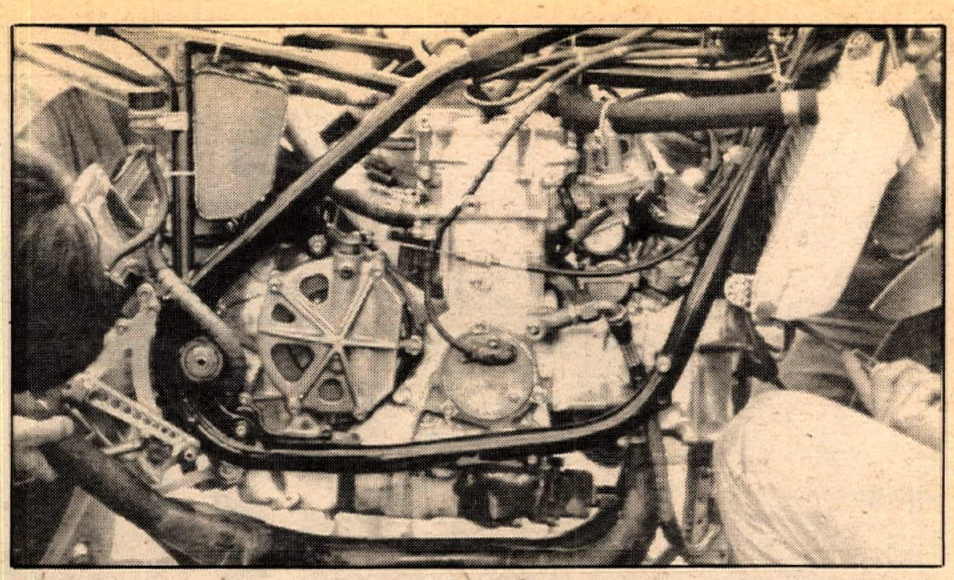
Dave Emde, who was riding three classes, crashed coming out of turn nine on the last lap. He was slow in getting up, but did eventually walk away from the incident. Although he rode both the Lightweight Expert and Superbike races, Emde didn't make the Formula One start.

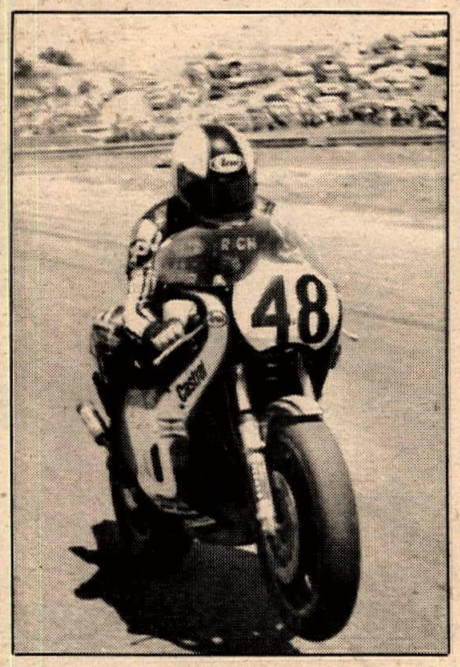
John Bettencourt put his colorful TZ750 ensemble into the lead of the second heat, followed by Mamola and David Aldana. Mamola took over the lead on lap two and cruised home from there. Aldana wrested second from Bettencourt on lap three and held on to it. Bruce Hammer placed fourth in front of Harry Klinzmann.

First segment

Cooley put the massive torque of his 1,000cc four-stroke Suzuki to work, and was the first rider to hit turn one. From the other side of the first row, Mamola moved into second with Roberts third, Freddie Spencer fourth, and Bettencourt, Aldana and Pietri in the 5-6-7 slots.

Cooley, Mamola and Roberts set up their own three way duel for the point position on lap two, with Mamola putting the year-old square four out front. But almost as quickly as that happened, Roberts dropped off the track and into the pits. The team had chosen the wrong compound of tire. After changing the rear tire, Roberts reappeared on the track, but engine





(Clockwise from left) Mamola enjoys his first National win in victory circle. Honda's NR500 engine is complex, but in the hands of Freddie Spencer, fast. Kenny Roberts wheelies here, but problems kept him in the pits most of the day. Rich Schlachter overcame early problems to place third overall.

troubles hit and he only posted a total of 16 laps.

By the fourth lap Mamola had quickened the pace and the laps were in the 1:08 range. On the fifth lap Spencer headed for the pits, later saying, "The NR500 lost power from the word go and got slower and slower all the way around." The Honda crew changed engines for the next segment, but according to Honda Team Manager Dennis McKay, the problem was later traced to cracked plug leads.

With Spencer out, Aldana took over third place on the Bob Work/Don Vesco/KRW/ND/KT Engineering TZ 750 entry. Fourth place was in the hands of Honda's Mike Spencer, who was riding with a bandaged right arm and injured left foot following a turn eight get-off in Thursday's invitational press day.

During the early going, San Diego's Kevin Stafford crashed hard in turn four, and reportedly suffered a broken leg.

Back up front, Cooley was starting to pressure Mamola as the two pulled well away from Aldana. By the 12th lap, Cooley regained the lead, but Mamola was still right on his rear slick.

Aldana was solid in third, but fourth had evolved into a merry chase involving Spencer, Rich Schlachter, Harry Klinzmann and John Bettencourt, with the four running an eight-wheeled train.

Cooley and Mamola carried on past the halfway point, lapping riders placed in the top 20 as they went.

On the 22nd of 33 laps, Mamola passed Cooley for his turn to run in front. Aldana was still holding onto third, with Schlachter grabbing fourth for good.

Mamola's red and black RG started to pull some ground over Cooley's blue and white earthmover, opening his lead to three seconds with 30 laps gone, and to 4.81 seconds at the checkered flag. Far behind the leaders Aldana took third ahead of Schlachter, Spencer and Klinzmann. Bettencourt, a lap down, finished seventh and was followed by Miles Baldwin, Bruce Hammer, Pietri, Nicky Richichi and Mark Homchick.

Second segment

The second 33-lapper was delayed by arguments and protests over assigned gridding positions. Two things were for sure: Mamola would start on the pole, and two very fast riders, Kenny Roberts and Freddie Spencer, were very far back in what announcer Roxy Rockwood dubbed, "Asphyxiation Alley," as they gridded in the 39th and 46th positions, respectively.

As in the first heat, Cooley put the thunder to the ground most effectively and led the pack as they ran up the hill to turn six, the Corkscrew, where he was tailed by Mamola, Bettencourt and Aldana. Roberts and Spencer both started in the second wave of the start, about five seconds behind the first, and by the Corkscrew, Roberts had passed all of the other second wave starters. By the end of the lap he was in 22nd position after starting 39th.

By the second lap, Roberts was up to 16th, and Spencer was back in the Honda pits with more engine troubles.

Mamola made his move on the third lap, sweeping by Cooley on the outside as they exited turn eight, a fast, downhill right-hander.

Running up near the front, Aldana had machine troubles and lost a lot of time. After running a lap down for a while, he eventually dropped out.

By the eighth lap Roberts had advanced to eighth, but that was as far and as long as he could go before a burned-out clutch put him out.

"Just problems. Just a darn bad day, I tell you," said Roberts later. "We picked the wrong tire to start out with and the engine quit the first heat because apparently it was too lean. We changed needles before the start of the race because the bike has not been running well, and we have not really had any time to work on it. In the second race, just when I got the tire going good, the clutch burned out."

Connecticut's Jeff Umrysz crashed coming off the Corkscrew and wound up at the bottom of the corner, pinned underneath his machine. With the aid of corner workers he was able to get untrapped, and was later treated at the scene for what appeared to be minor cuts to the chin.

By lap 10, near the one third mark, Mamola was still leading and Cooley was keeping it close, although not as close as the first segment. Behind Cooley were Bettencourt, Schlachter, Klinzmann, Pietri, Richichi, Mike Spencer, Miles Baldwin and Bruce Hammer.

The top two positions were set to the flag, but third became a bone of contention at the midway point as Schlachter, on the McLean Racing/Castrol/Arai/Sky Cycles Yamaha, moved up to challenge Bettencourt, riding a Yamaha sponsored by Bettencourt's Honda and Suzuki and J. Wood, for third. Schlachter, who is actively pursuing the 250cc World Road Racing Championship Series this eyar, made the pass on lap 16 and made it stick for almost four laps before he started losing his rear brake and being forced to slow his pace.

Schlachter's fourth place position was in little jeopardy as a battle for fifth went on well behind him. Pietri, Richichi and Klinzmann were going at it while Mike Spencer rode just a little way behind their wake.

With only a few laps remaining, Mamola retained his six-second lead over Cooley while riding conservatively and off his first heat pace.

Mamola took his second wave of starter Bob Malley's checkered flag for a clean sweep of the event and his first National win. "It wasn't that simple," responded Mamola to a reporter's question. "You sweat in that sun...I had good tires and no problems at all. My mechanic George Vukmanovich and Peter Hainley from Dunlop Tires, who came over from England, really did a good job."

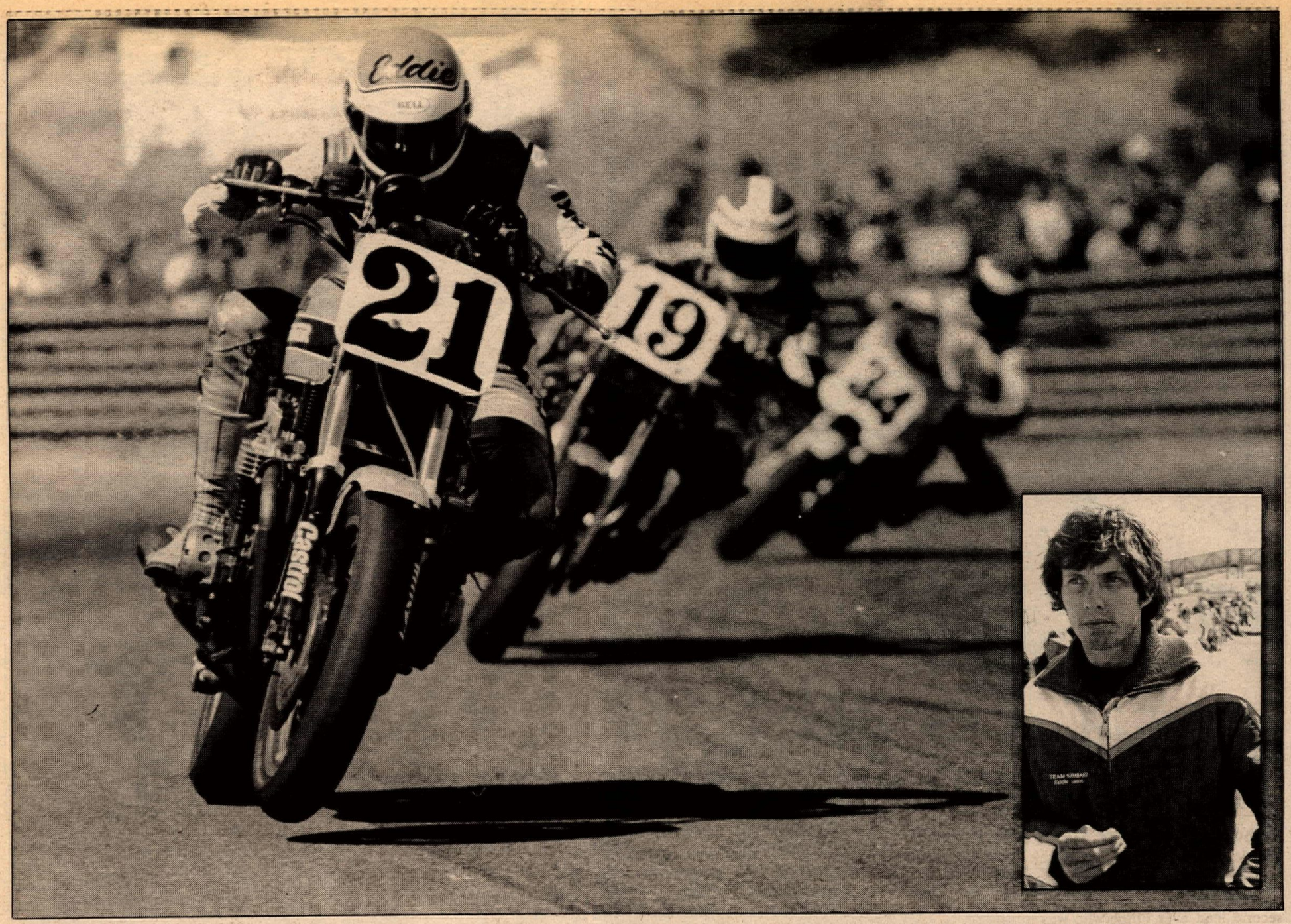
Cooley was second for the third consecutive time of the weekend. "I'm sore, grinned Cooley. "My shoulders are sore from keeping my body off the front wheel under hard braking, like down the hill, the Corkscrew and turn nine. I was happy to finish second. Randy and Kenny and those guys finishing up front are all in the running for the 500cc World Championship, so it's a lot of personal gratification for me to run with them."

Bettencourt took the flag in third and followed by Schlachter, but Schlacter's 4-4 tally topped Bettencourt's 7-3. "We just wanted to hang in there and get a good placing," said Schlachter. "We had an awful lot of problems in practice and the heat race yesterday, so that hurt me in the first heat today. But overall, it worked out quite well." ●

Results

FORMULA ONE: 1. Randy Mamola (Suz) 1-1; 2. Wes Cooley (Suz) 2-2; 3. Richard Schlachter (Yam) 4-4; 4. John Bettencourt (Yam) 7-3; 5. Mike Spencer (Hon) 5-7; 6. Harry Klinzmann (Yam) 6-8; 7. Nicky Richichi (Yam) 10-5; 8. Roberto Pietri (Hon) 11-6; 9. Miles Baldwin (Yam) 8-9; 10. Mark Homchick (Yam) 12-10; 11. Harry Cone (Yam) 13-12; 12. Bruce Hammer 9-16; 13. Richard Chambers (Yam) 17-11; 14. David Schlosser 19-13.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Gary Scott (109); 2. Steve Eklund (103); 3. Mike Kidd (96); 4. Jay Springsteen (95); 5. Randy Goss (93); 6. Hank Scott (83); 7. Scott Pearson (76); 8. Alex Jorgensen (74); 9. Ricky Graham (68); 10. Steve Morehead (64); 11. Scott Parker (56); 12. Terry Poovey (52); 13. Jim Filice (50); 14. Garth Brow (47); 15. (TIE) Dale Singleton/Mike Spencer (36); 17. Ted Boody (35); 18. Mickey Fay (34); 19. (TIE) Bubba Shobert/Wayne Rainey (33).



(Above) Eddie Lawson leads Freddie Spencer (19) and Wes Cooley while under hard acceleration out of turn nine early in the race. (Inset) Eddie won two.

AMA Superbike Series: Round five

Lawson runs away

By Dale Brown
Photos by Charles Morey
MONTEREY, CA, JULY 18

Kawasaki's Eddie Lawson wrote the beginning to a banner weekend with a green-flag-to-checkered-flag romp in the 50-mile, 26-lap Superbike final conducted under sunny Saturday skies.

Yoshimura Suzuki's Wes Cooley and Honda's Freddie Spencer finished 2-3 in the event after a spot of place swapping. Cooley's runner-up finished allowed him to keep a slim two-point margin over Lawson on the point standings, 78-76.

Two five-lap heat races set the grid for the final. In the first, Cooley took advantage of a killer holeshot to lead the first four laps. Spencer caught up bit by bit, finally making the pass in the fourth turn of the last lap to win by less than a second.

In the second heat, Lawson disappeared from the pack only yards after the green flag, eventually working up a 12-second lead over Honda's Mike Spencer. Lawson's time was five seconds faster than Spencer's and earned him the pole for the final. Of note, Lawson's five laps were only four seconds slower than the Formula One pole-winning ride of Freddie Spencer and his Honda NR500, and seven seconds faster than the other F1 heat winner, Randy Mamola.

When the field was given the green, Lawson's green KZ1000-based machine outgunned the 39-rider field going into the first turn, with Cooley and Spencer hot on his tail. Honda teamsters Roberto Pietri and Mike Spencer completed the top five at the end of the first lap.

Within three laps, the leading trio had pulled well clear of the pack and was turning unofficial lap times in the 1:08 range, close to what the faster Formula One machines were turning.

By the fifth lap, Mike Spencer had passed Pietri for fourth. In sixth was the first privateer, Chuck Parme on the GSM/Kal-Gard Kawasaki, and he was followed by the Yoshimura Suzuki of Gennady Liubimsky and the Racecrafter's Kawasaki of Harry Klinzmann.

By the sixth lap, the leading trio was into lapped traffic, and Spencer and Cooley hung tight with Lawson until the ninth lap, when Eddie started to build a small gap.

On the 10th lap, Parme, who had been passed by Klinzmann on the previous lap, pulled off the track with some sort of problem. He was soon back on the track, but two laps down.

On the 14th lap Cooley passed Spencer for second. Both were fighting with oil on their pegs; Spencer having ground through the cases in turn one, and Cooley suffering from an improperly tightened case after a last-minute clutch replacement.

By the 20th lap, Lawson had a 14-second gap on Cooley and he stretched it to 16 seconds by the finish. The only problem he encountered on his way to his third consecutive win was lapped traffic. "We got about five riders in there and Freddie pulled alongside of me. I thought he was going to get by me, but I found a hole and just went through it. I just kept getting 'plus' signs from then on, so I was happy."

"Eddie was riding really good, no doubt about it," said Cooley, whose second place and two-point advantage were repeats from last year. "We had some problems. They put a new clutch in right before the start of the main, and I didn't really realize it until we tried to warm the bike up. I don't think they got the screws tight enough on the gaskets. It was spewing oil on me and my foot slipped off the peg a couple of times. I never really lost the rear tire, but my foot kept slipping off and I thought, 'My God, it's coming apart.' That's all it took me, for a split second, and that's when Freddie and I dropped back from Eddie. The tire kept hooked up, so after a little while I started picking up the pace again, but by that time Eddie was gone and there was no way I could catch him."

"It (the bike) was dragging through turn one," said third-place Spencer, "but I really didn't realize it. I got oil on my boot, then on my footpeg and then it started spreading back to the rear tire, and I got sideways a couple of times and had to slow down."

Behind the long-gone top three were Mike Spencer and Pietri, the only other riders to finish 26 laps. A lap down were Liubimsky, Klinzmann, Suzuki-mounted Thad Wolff, Kawasaki rider Richard Chambers and Kawasaki pilot Carry Andrew to round out the top 10.

Results

SUPERBIKE: 1. Eddie Lawson (Kaw); 2. Wes Cooley (Suz); 3. Freddie Spencer (Hon); 4. Mike Spencer (Hon); 5. Roberto Pietri (Hon); 6. Gennady Liubimsky (Suz); 7. Harry Klinzmann (Kaw); 8. Thad Wolff (Suz); 9. Richard Chambers (Kaw); 10. Carry Andrew (Kaw); 11. Rusty Sharp; 12. John Wood (Kaw); 13. Richard Oliver (Kaw); 14. Dan Chivington (Hon).

AMA SUPERBIKE SERIES POINT STANDINGS: 1. Wes Cooley (78); 2. Eddie Lawson (76); 3. Freddie Spencer (59); 4. Mike Spencer (57); 5. (TIE) Richard Chambers/Harry Klinzmann (29); 7. Carry Andrew (25); 8. (TIE) Gennady Liubimsky/Roberto Pietri (19); 10. (TIE) Lang Hindle/Thad Wolff (16).

Expert Lightweight

Eight straight for Lawson

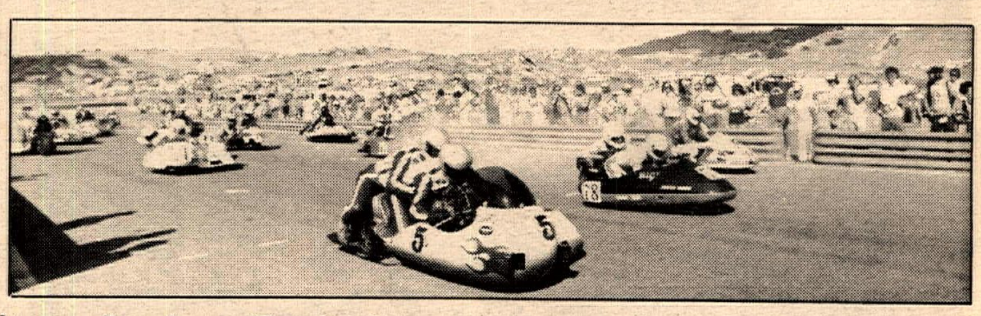
By Jack Mangus
Photos by Charles Morey
MONTEREY, CA, JULY 19

Team Kawasaki's Eddie Lawson made it all look easy as he scored his eighth straight Expert Lightweight road race win in Sunday's event at Laguna Seca Raceway. Riding the belt drive Kawasaki 250, Lawson took over the lead on the second lap and pulled away from the 35 other competitors, stretching his lead on every lap.

Finishing second was Roberts-Lawwill Racing/Wrangler/PJ1-sponsored Jim Filice. Bob Endicott-sponsored David Emde finished third.

Filice pulled the holeshot at the wave of the green flag while pole sitter Lawson got off the line in sixth place. K&N/Lectron-sponsored Sam McDonald led the field across the line at the end of the first lap, but on the second time across the line it was Lawson, and that was that.

Lawson pulled away from the field at the rate of a second or more a lap



(Above left) Jimmy Filice leads the Expert Lightweights on the first lap. Eddie Lawson (inset) won. (Top right) Keith Day (left), Bob Cunnington (center) and Novice winner Fred Merkel take a ride in the winner's car. (Above right) Bruce Lind and Jack Hart (78) won the Sidecar race.

and by the halfway point he held a 19 second lead over Filice who was in an unchallenged second place.

Only a battle for third provided interest as Lawson continued to run away, building up a 45-second margin over Filice. Emde and Rusty Sharp broke away from a five rider fight that took place over the first 10 laps and conducted a side-by-side, wheel-to-wheel dice that wasn't decided until the third turn of the last lap. "Rusty got tangled up behind another rider, and I pulled by him, said Emde in winner's circle. "He could out-brake me going into turn nine (a first gear, 90-degree left-hander) but that's where I jumped off yesterday, and I guess I had the turn nine blues."

Runner-up Filice always has a smile on his young face, and the fact that Lawson trounced him didn't remove that smile. "We weren't down on horsepower to Eddie's bike, but we had trouble with shifting. Bud Aksland, who tunes the bike, and I knew we had transmission problems when we started the race, so I'm not disappointed with the way I rode," said Filice after the race.

For Lawson it was yet another time to praise tuner Steve Johnson. "What do you say after you've won eight straight? Steve builds a great motor and that coupled with the fact that the bike weighs only 200 pounds or so makes it easy," said the Kawasaki rider who continues to make other Expert Lightweight competitors green with envy.

Results

EXPERT LIGHTWEIGHT: 1. Eddie Lawson (Kaw); 2. Jim Filice (Yam); 3. David Emde (Yam); 4. Rusty Sharp (Yam); 5. Fred Winters (Yam); 6. Sam McDonald (Yam); 7. Gill Martin (Yam); 8. Bruce Maus (Yam); 9. Benny DelMonico (Arm); 10. Stephen Baron (Yam); 11. Dan Guglielmo (Yam); 12. James Orlando (Yam); 13. Gregg Smrz (Yam); 14. David Matthews (Yam); 15. Leland Hancock (Yam); 16. Peter Puhakka (Yam); 17. Ken Botham (Yam); 18. Kurt Brandon (Yam); 19. Michael Fleming (Yam); 20. Curtis Maddox (Yam).
TIME: 31 min., 37.83 sec.
AVERAGE SPEED: 93.707 mph.

Sidecar

Lind thanks Hart for beating three-wheelers

By Charles Morey
MONTEREY, CA, JULY 19

"I want to thank Jack Hart, the best passenger in the world!" said Seattle, Washington's Bruce Lind from the Laguna Seca victory podium moments after the pair scored a decisive win in the AMA Sidecar event. Hart returned the compliment.

"We didn't expect to have as much of an advantage on them (second placers, Reg Pridmore and Ken Greene), but Reggie got a bad start," he continued. Lind and Hart had started sandwiched between pole sitters Pridmore and Greene and third-best qualifiers Fred Hopp and Bill Alston on the front line. But when the roaring horde careened back into view at the completion of lap one, the number 78 rig with Lind and Hart working smoothly aboard crossed the line first. Pridmore and Greene were far back, around 13th place, as the Hopp/Alston team held off Gary Allison and Frank Butcher for second.

"I had a problem with a plug failure," Pridmore explained later. It was a problem that eventually cleared, and the number 163 outfit repassed everyone but the winners before the 10-lap race ended! "It was good fun, real good fun," he added.

The Hopp/Alston duo dropped out on lap four, and the Mark Bevans/Larry Coleman rig passed Allison and Butcher on lap seven. On lap eight, the Allison/Butcher chair slowed with mechanical problems, leaving Bevans/Coleman with an apparently safe second place. But Pridmore and Greene were moving fast!

As they exited turn nine, Pridmore looked up the front straightaway. He saw the white flag, sized up the distance still left between himself and the number 3 Bevans/Coleman sidecar, and shook his head. Yet, when they came drifting back into view through Laguna Seca's turn seven, Pridmore and Greene had moved into second place. They crossed the line well behind the winners ahead of Bevans and Coleman.

Saturday's heat race produced a frightening crash that involved third placers Bevans/Coleman and sent Greg Roberts and Herbert Fechner to Monterey's Community Hospital after their rig flipped on the fastest part of the course. Bevans and Coleman escaped injury, but Roberts suffered two broken ankles and Fechner was scheduled to undergo surgery for a broken shoulder on Sunday.

Results

SIDECAR: 1. Bruce Lind/Jack Hart (Yam); 2. Reg Pridmore/Ken Green (Yam); 3. Mark Bevans/Larry Coleman (Yam); 4. Walter Garnett III/David Jones; 5. Peter Essaff/Dennis Crueger (Kaw).

Novice

NorCal dirt trackers sweep Laguna Seca

By Charles Morey
MONTEREY, CA, JULY 19

"If it worked for Kenny, it'll work for me," could have been the motto for the top three Novice road racers at Laguna Seca Raceway this Sunday. Like Roberts, all three received their early racing experience on the competitive dirt track circuit of northern California, and all three put that hard-earned know-how to good use on the fast 1.9 mile road course in Monterey.

Fred Merkel, who lists his sponsors as Gary Merkel, Rice Motors, Wrights Motors and Yamaha, started fourth from the pole in the five-man front row, caught pole sitter Don Greene on lap one, then kissed the pack good-bye in his solo run for the checkered flag. Greene, another northern Californian, would eventually finish fifth on his C.P. Enterprises Yamaha. In fact, the only break from top five NorCal domination came from fourth placer Michael Haller who lists home as southern California's city of Tarzana.

Redwood City's Bob Cunnington and Berkeley's DeWayne Chung both passed Greene on lap two and tried to keep the leader honest. The top three broke from the rest at the one-third mark, but before the halfway point, Chung dropped out at Laguna Seca's turn nine. Merkel began to pull away, eventually establishing a six-second lead over Cunnington and his R.C. Cycles/Self/Quality Cycle-sponsored Yamaha.

The race for third was far from over, however, as Keith Day and Michael Haller swapped positions before Day finally got the advantage on the white flag lap. ("I ran off the track once!" he admitted later in the winner's circle, when asked about their duel.)

Haller settled for fourth, and David Greene took fifth. •

Results

NOVICE: 1. Fred Merkel (Yam); 2. Bob Cunnington (Yam); 3. Keith Day (Yam); 4. Michael Haller (Yam); 5. Don Greene (Yam).

(Clockwise from top left) Michele Rinaldi (2), Jim Gibson (21), Mark Barnett (20), Erik Geboers (3) and Johnny O'Mara (27) round the first bend. O'Mara went 10-2 for third overall. Reigning 125cc World MX Champ Harry Everts used a 5-5 for second. Barnett, flanked by tuner Jeff Clark (left) and a Suzuki mechanic.

World Championship 125cc MX Series: Round nine

Barnett performs magic at Mid-Ohio USGP

By Tom Mueller
Photos by Jeff Fisher and Mueller

LEXINGTON, OH, JULY 19

Team Suzuki's Mark Barnett has earned the nickname "Mr. Magic," and it was easy to see why as he had a play day at the partly wet, partly dry Valvoline Grand Prix round at Mid-Ohio

Motocross Park. Barnett was never headed in moto one and left the best the world could offer far behind. In moto two, Barnett was knocked to the ground on lap one, but came through the pack on a rain-soaked course to once again win by a very safe margin.

Second overall went to reigning 125cc World Champion Harry Everts, the factory Suzuki rider from Belgium. Everts used a 5-5 tally to claim the placing due to inconsistent finishes of other riders. Honda teamsters Jim Gibson and Johnny O'Mara each played bridesmaid to Barnett; Gibson second in the first moto and O'Mara second in the second moto. A 19th in moto two dropped Gibson to eighth overall while a 10th for O'Mara in moto one left him third overall. O'Mara claimed the Mid-Ohio overall last year.

Five riders were within a 10-point span going into the round, and all were on hand to try and gain valuable GP points before heading back across the water to contest the remaining rounds in Finland, Czechoslovakia and Spain. At the end of the day Everts was still on top of the point standings with 136 over the Team Gilera rider from Italy, Michele Rinaldi. Rinaldi had his share of problems with a DNF in moto two, but still moved into second with 125 points after Marc Velkeneers DNF moto one. Velkeneers is a factory Yamaha rider from Belgium, and is now tied for third with Japan's Akira Watanabe, a works Suzuki rider, at 124. Belgium's Erik Geboers, also a factory Suzuki rider, is fifth at 123. Barnett moved into 10th with his perfect day and 30 points.

Works bikes were hovering right on the FIM minimum weight limit of 194 pounds, with some teams changing tires or other items to bring their bikes up to weight. A weigh-in was also performed on each of the top five bikes after each moto.

The pits offered a bit more sightseeing for the mechanically inclined than the usual National round. Team Gilera, composed of former 125cc World Champion Gaston Rahier and Rinaldi, brought White Power twin and single shock suspended bikes and opted for the single shockers when race time came. Team KTM riders Guiseppe Andreani and Mauro Miele had specially prepared water-pumpers utilizing twin radiators, one in stock placement and the other mounted to the downtubes. Team Honda had Gibson and O'Mara on their regular works bikes, while Rich Coon was on an experimental lower-radiator styled bike. Everts opted for a 4.50 x 17 inch rear tire and rim assembly before it got wet on his Full Floater works machine.

Practice went off rather uneventfully on both Saturday and Sunday, with only a few riders out at a time. Barnett cut the fastest time (which determines gate position in GP competition) at two minutes, 46.095 seconds. He had been timing five seconds off that time, but on his last run picked up the pace.

As Mark was cruising in at the end of practice he got sideways off a big jump and couldn't straighten it out. Barnett came into the pits a bit scraped up with a twisted bike. "I tried to save it until one grip jammed into the mud. I took some hide off my back. For some reason I want to ride in the mud today. Last year it was team DNF (Barnett succumbed to mechanical problems). I took the win in '79."

The Mark Cookley promoted event was once again a happening in Ohio. A reported crowd of 12,000 lined fences and climbed scaffolding to watch the action. The course was high speed when dry, but turned into a one line situation when muddy over the rolling hills and straightaway jumps.

125cc USGP

The Honda pits were hectic minutes before the first moto went off as O'Mara's mechanic Greg Arnette, Roger DeCoster and George Ellis frantically dropped a new motor in. "This race means a lot to Johnny," said Arnette, "so just to make sure everything was right we switched engines and ignitions."

When the gate dropped Barnett must have thought he was at another National. He took a 10-yard lead going into the first few turns and from there boogied away. Rinaldi, Pro-Trac Suzuki rider Danny "Magoo" Chandler, Yamaha's Scott Burnworth and Donnie Cantaloupi, Suzuki's Denny Bentley and Everts trailed.

Everts ran into problems and dropped to 11th, leaving Rinaldi the only foreigner in the top 10. Burnworth was on the move and pressured his way to second. Watanabe had been moving up but fell in the low back section and later pulled out in the infield for a DNF.

Support class winner Kris Bigelow jumps to an early lead in the first moto followed by Dave Hollis (52), Denny Swartz (28), Jeff Hicks (85) and Andy Stacy (506).

Gibson was soon on top of Rinaldi and skipped past for third after trying a few incorrect lines in mid-air. Cantaloupi went out with a flat rear tire.

Barnett remained untested throughout the moto, and Gibson inherited second after Burnworth went down in a back section. Coon got a drive going from mid-pack and came up to an eventual third with Yamaha support rider Rick Johnson claiming fourth. Everts showed his championship-winnig form by jamming up to fifth and was the only European rider capable of moving up through the American contingent. Rinaldi followed in sixth, and Burnworth and Bentley followed. Geboers and Rahier went 11-12, while Velkeneers was also out of the points.

"I had fun doing that," said Barnett. Who wouldn't have; Mark had one minute, 48 seconds on second place and had lapped up to 10th place!

A light but steady rain accompanied moto two with the track a sticky mess. O'Mara wasn't satisfied with his ninth in moto one and blasted off into the lead. Watanabe, Bentley, Gibson, Everts and Cantaloupi trailed. Gibson and Barnett made contact on lap one, leaving Mark on the ground as the pack sped away. He came around near the back, almost unrecognizable in a coating of slop. O'Mara was already pulling away, and it didn't look as if Mr. Magic could work any tricks this time out.

Rinaldi became the victim of a freak accident and DNF. His foot was jammed between the swingarm and rear wheel, and the bike had to be disassembled before he was free. Rinaldi was uninjured.

O'Mara was all alone out front, but soon the crowd started roaring louder than the bikes. Barnett was broadsliding his way past riders, finally working his way up to Everts when the crowd peaked in decibels. The battle was anti-climactic. Barnett altered his lines where others couldn't and put it on Everts within a lap. From there only Watanabe remained between Mark and Johnny O', as Bentley and Gibson had dropped back, Jim having problems with a snagging front brake.

Barnett went past Watanabe and proceeded to chop seven second chunks off O'Mara's lead every lap. The crowd heaved its final roar as Mark swept past Johnny to lead.

Positions started to stabilize in freight train formation, Barnett leading O'Mara, Watanabe, Everts, Coon, Cantaloupi, Burnworth and Geboers. By the finish Coon had gone out with a busted radiator hose and Cantaloupi had jumped over Everts for fourth past the scoring tower. Everts shook his head when it happened. Geboers moved to sixth with Burnworth and Velkeneers 7-8.

"All things being equal, endurance was the decisive factory," said Barnett. "I want to thank my family for showing up; they were a real pump. I win one race and I'm in the top 10 in (world) standings. Wow!"

"I just wanted to see how long I could stay out front," said O'Mara. "I sort of knew Barnett would get me. He slid by on the inside." O'Mara had used a different shock in moto two, and he liked the way it worked.

The FIM has ruled to cancel the Mid-Ohio USGP next year, mainly due to the lack of participation of the U.S. in the Trophee and Motocross des Nations. We asked Everts what he thought of the cancellation and if he enjoyed riding in America. He just smiled and said, "Oh, I'd rather not ride here."

250cc Support

Yamaha Pro Support rider Kris Bigelow, fourth ranked in this year's 250cc National standings, was the star of the Support class. Bigelow did a Barnett impersonation in moto one, coming off the gate in the lead and staying there. In moto two Bigelow again took a mistake free win after passing Maico's Denny Swartz and Yamaha supported Dave Hollis.

A pair of seconds gave 1981 250cc Rookie of the Year Andy Stacy second overall on his Keystone KTM. Stacy was breaking in a fresh bike which he plans to use in the Trans-USA, and even a fall in the mud in moto one and a poor start in moto two couldn't hold him far off the leader's pace.

Swartz likes muddy races, and he got just enough of it to lock up third overall with a 3-4. Denny led a portion of moto two before Hollis, Bigelow and Stacy moved past.

Hollis took fourth overall, even though he took his share of spills. Husqvarna's Gary Pustelak held a steady pace up front for sixth overall and battled most of the day with Keystone's Jeff Nicks, who took sixth overall. Hicks and Pustelak trained and traveled together through the Winter-AMA Series.

"It was hard to get a drive going today," said Bigelow. "When I thought I had a corner set up the front end would wash. I don't know if I'll ever be just like Barnett, but I'm sure going to get close." ●

Results

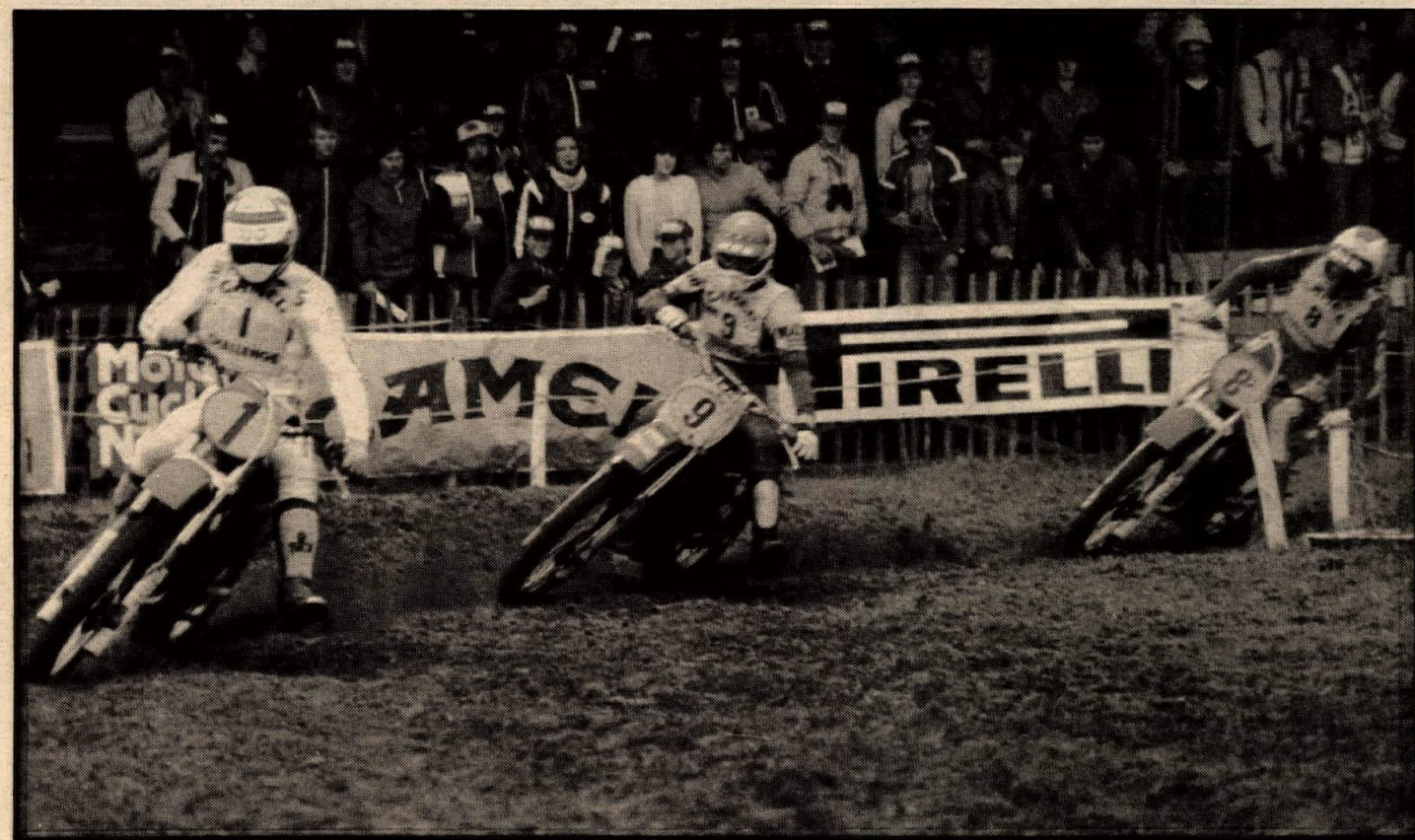
125cc USGP: 1. Mark Barnett (Suz) 1-1; 2. Harry Everts (Suz) 5-5; 3. Johnny O'Mara (Hon) 10-2; 4. Scott Burnworth (Yam) 7-7; 5. Erik Geboers (Suz) 11-6; 6. Denny Bentley (Suz) 8-9; 7. Danny Chandler (Suz) 9-12; 8. Jim Gibson (Hon) 2-19; 9. Rick Johnson (Yam) 4-18; 10. Phil Larson (Yam) 13-10; 11. Rob Hodgson (17-11); 12. Johnny Spaw (Suz) 15-14; 13. Mark Rakestraw (Yam) 14-15; 14. Clay Hoenshell (Yam) 19-16; 15. Akira Watanabe (Suz) *-3; 16. Jeff Surwall (Yam) 20-17; 17. Rich Coon (Hon) 3-*; 18. Donnie Cantaloupi (Yam) *-4; 19. Robert Handy (Suz) 18-20; 20. Mark Murphy (Yam) 16-*.

*Denotes placing out of top 20.

250cc SUPPORT: 1. Kris Bigelow (Yam) 1-1; 2. Andy Stacy (KTM) 2-2; 3. Denny Swartz (Mai) 3-4; 4. Dave Hollis (Yam) 6-3; 5. Gary Pustelak (Hus) 4-6; 6. Jeff Hicks (Yam) 5-5; 7. Mike Twigg (Yam) 8-7; 8. Dan Wallace (Suz) 9-8; 9. Keith Mann (Yam) 10-10; 10. Paul Mihalik (Hon) 11-11; 11. Lynn Kirkland (Yam) 14-9; 12. Jeff Stevenson (Yam) 13-13; 13. Jeff Ellens (Hon) 7-*; 14. Mike Carey (Yam) 15-14; 15. Chris Szymanowski (Kaw) 20-12; 16. George Prochazka (Mai) 17-15; 17. Bob Kelly (Kaw) 12-*; 18. Reed Badersnider (Yam) 18-16; 19. Jon Kolbensvik (Mai) 16-*; 20. Todd Nesler (Yam) *-17.

*Denotes placing out of top 20.

125cc WORLD CHAMPIONSHIP MX SERIES POINT STANDINGS: 1. Harry Everts (136); 2. Michele Rinaldi (125); 3. (TIE) Marc Velkeneers/Akira Watanabe (124); 5. Erik Geboers (123); 6. Guiseppe Andreani (95); 7. Gaston Rahier (71); 8. Corrado Maddii (54); 9. Jacky Vimond (41); 10. Mark Barnett (30).



(Clockwise from top left) Hakan Carlqvist turned in a two moto sweep. Bad Brad Lackey went 6-3 for third overall. Jean-Jacques Bruno was second in the first moto, but dropped to 10th in the other. Andre Malherbe leads Ivan Van den Broeck (9) and new point leader Graham Noyce.

500cc World MX Championship Series: Round eight

Double win for Carla in England

By Bob Gould

FARLEIGH CASTLE, ENGLAND, JULY 7

Yamaha's Hakan Carlqvist took a full 30 points with superiority, winning both 500cc MXGP motos in England to take up third in the World Championship standings behind Graham Noyce and Andre Malherbe.

The Honda teamsters, Noyce and Malherbe, flip-flopped in the point standings. Noyce went 3-2 to take a seven point lead over defending World Champ Malherbe, who could only manage a DNF-7.

America's GP contender, Brad Lackey, rode to third overall with a 6-3 tally on his works Suzuki, edging out KTM's Gerard Rond, who posted a 5-4.

Malherbe, Carlqvist, Noyce and Rond headed around the first bend and the World Champion took up the lead as they passed the grandstand. "Carla," who was fastest in practice, soon demoted the Honda rider down to second. After only half a lap, and with a large bang, Malherbe came to a halt. He managed to make it back to his mechanic, but with the big end

bearing gone, Malherbe was out of the running.

Noyce knew it was time to take over the point lead, and he was content to settle for second. Lackey was out of the first 10 for the first few laps but he was improving his position lap after lap.

With 20 minutes up on the clock, Carlqvist was well in command, but Noyce was coming under pressure from Suzuki's Jean-Jacques Bruno, who had started in fifth place. The race was for fourth, fifth, and sixth places as Jaak Van Velthoven was being pushed by Rond and Lackey was now up to sixth. Both Rond and Lackey passed the lanky KTM rider, and one lap later the Californian nipped by Rond for fourth spot. This only lasted two laps before Velthoven wanted his original position back and passed both Rond and Lackey. Rond was also not content with sixth and he dropped Brad back to where he was seven laps previously.

Bruno had caught the ex World Champ, but with no resistance offered by Noyce, the Suzuki star slipped past without problems and was delighted to collect 12 points.

Maico's Ivan Van den Broeck, who finished seventh in the first moto, held the front position in the second. It was not the World Champ's day and after Noyce got by, Malherbe stalled his works Honda on a steep uphill and the crowd of 18,000 was cheering Noyce on as they saw Malherbe come around in 22nd place after the first lap.

Carlqvist was going like a high speed train. After two laps he passed Noyce and a lap later the Swede slotted himself into first spot and was not to be seen again by any other challengers. Lackey held fifth and again the Dutchman Rond was pursuing the Californian. In third was Belgian Eddy Sterkcx (Mai) but he was to fizzle down to 12th by the finish.

Malherbe was moving through the field and at the halfway mark he had pulled up to 10th. Noyce had taken Van den Broeck for second and the Maico runner then slid off, leaving Lackey and Rond to slip through easily.

Andre Vromans, who was lying fourth in the championship standings after the U.S. round, could only manage to score two points with a couple of bail-offs at the starts of both motos. The works Yamaha rider pulled out of the second race and now has dropped to sixth place in the standings.

With just three laps to the flag, Malherbe was up to eighth and on the last lap he dropped Geoff Mayes to take four points for seventh. Gerrit Wolsink also passed Mayes just before the finish. Bruno gated in 17th and with a series of crashes he could only work his way up to 10th.

Now the World Championship is starting to warm up with Noyce taking the lead by seven points. But Malherbe is not finished yet, and with four rounds to go, Noyce must get a good lead in the next two rounds if he wants to win his world crown back. For Malherbe, the last two rounds are his favorites on his home ground in Belgium and the final round in Luxembourg. And Carlqvist is only 33 points behind Noyce, and let's not forget Lackey, who is at last coming on form, though it is unlikely he will be able to catch the front two. There could well be a battle for third place. ●

Results

FIRST MOTO: 1. Hakan Carlqvist (Yam); 2. Jean-Jacques Bruno (Suz); 3. Graham Noyce (Hon); 4. Jaak Van Vethoven (KTM); 5. Gerard Rond (KTM); 6. Brad Lackey (Suz); 7. Ivan Van den Broeck (Mai); 8. Dave Thorpe (Kaw); 9. Andre Vromans (Yam); 10. Billy Aldridge (Suz).

SECOND MOTO: 1. Carlqvist; 2. Noyce; 3. Lackey; 4. Rond; 5. Van den Broeck; 6. Aldridge; 7. Andre Malherbe (Hon); 8. Gerrit Wolsink (Hon); 9. Geoff Mayes (Suz); 10. Bruno.

500cc WORLD CHAMPIONSHIP POINT STANDINGS: 1. Noyce (147); 2. Malherbe (140); 3. Carlqvist (114); 4. Bruno (80); 5. Lackey (79); 6. Vromans (71); 7. Rond (62); 8. Velthoven (60); 9. Van den Broeck (36); 10. Tapani Pikkarainen (34).

AT THE 125 U S GRAND PRIX IN MANSFIELD, OHIO MORE RIDERS USED SCOTT GOGGLES THAN ANY OTHER BRAND.

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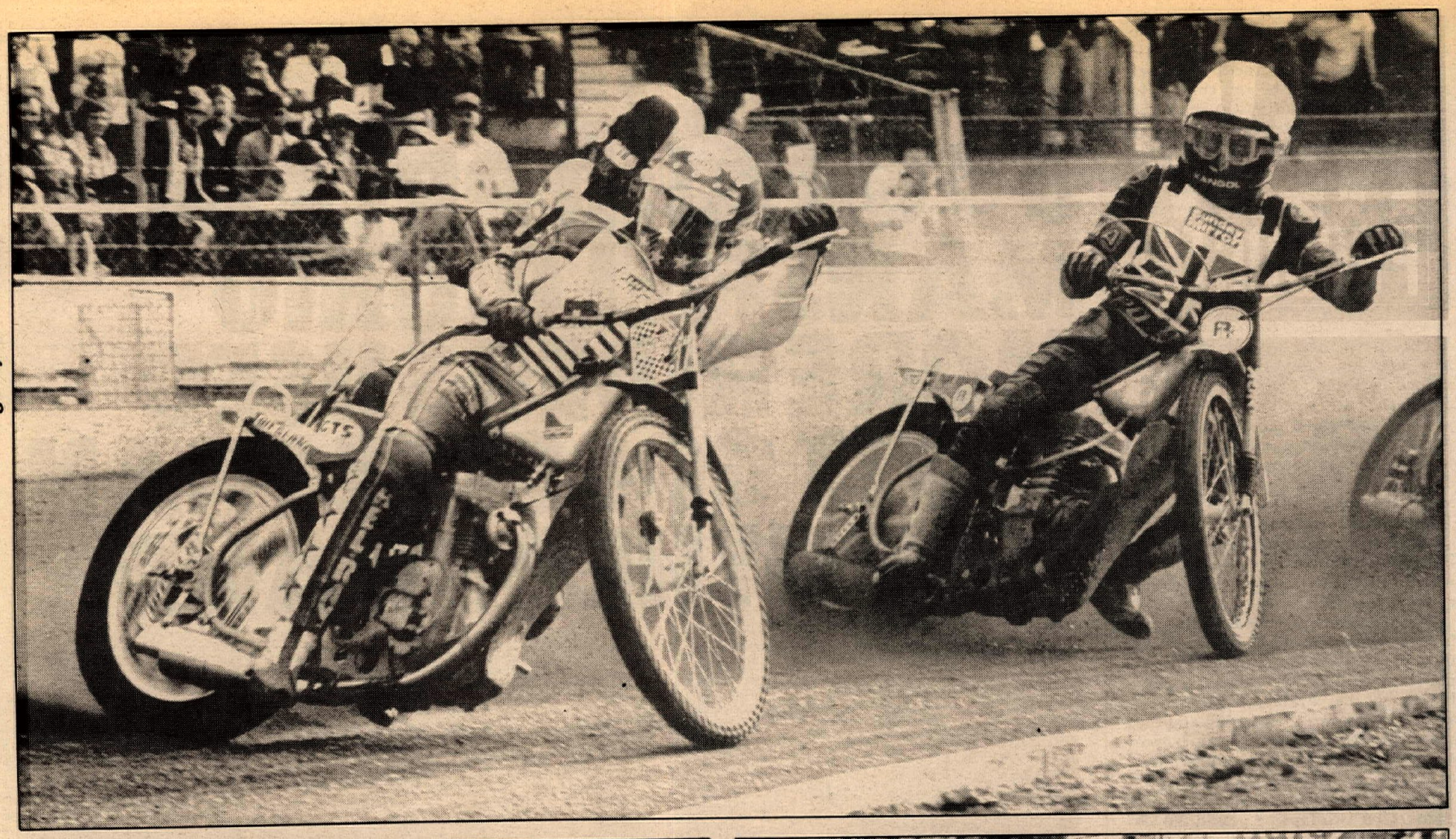

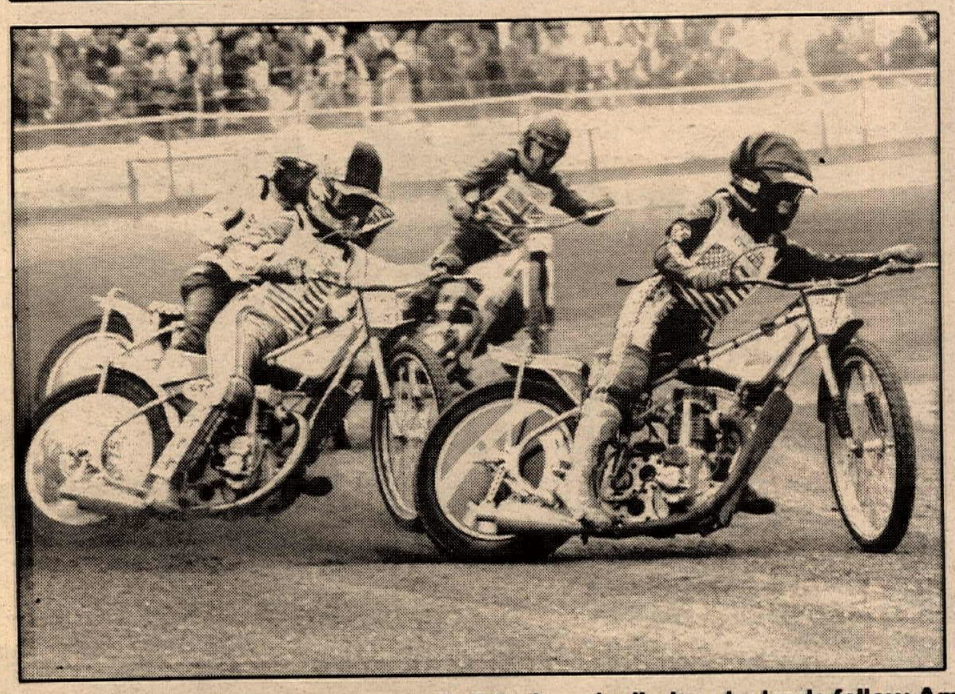

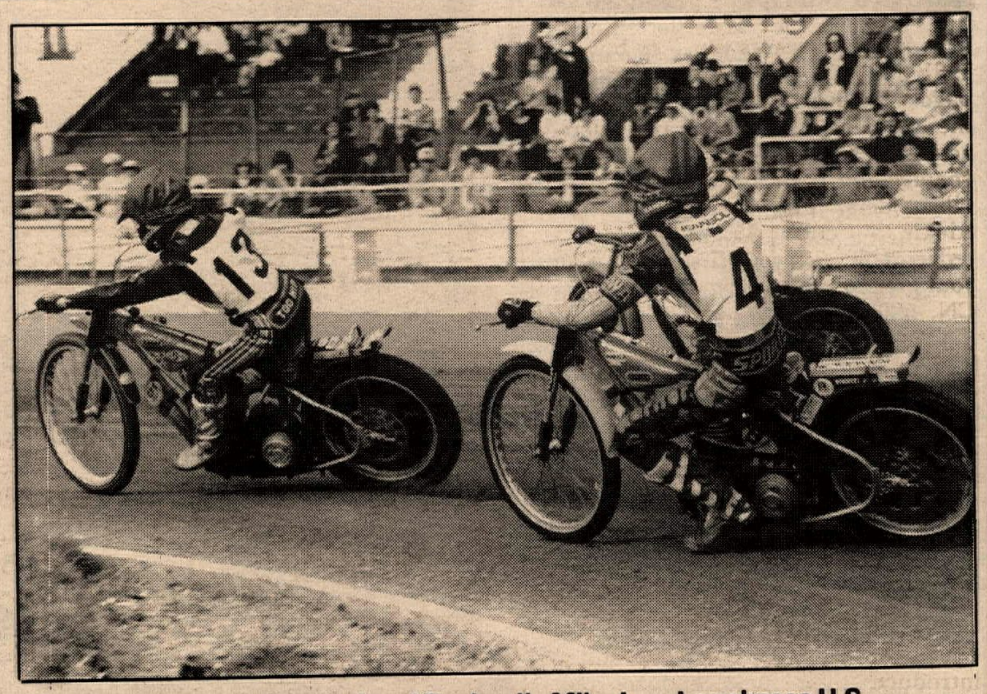

(Clockwise from top) Bruce Penhall slides it to the limit as he leads fellow American Dennis Sigalos (hidden) and England's Mike Lee. Lee chases U.S. rider Kelly Moran in another heat. Moran leads Penhall, New Zealand's Ivan Mauger and England's Les Collins.

Three Yanks transfer from Overseas Final

By John Hipkiss

WHITE CITY, LONDON, ENGLAND, JULY 12

Pre-meet favorite Bruce Penhall, America's number one speedway star, had a rough passage to the next stage of the championship, when he clashed with officials at the Overseas Final in England. The American captain was excluded in his last ride when he tried to force his way under England's young hope Kenny Carter, and both riders shot across the track into the safety fence. Both escaped unhurt, but the Danish referee had no doubts about giving Penhall his marching orders. The Californian racer protested that Carter was leaning on him going into turn three.

"I had nowhere to go, and the bikes just locked together," said Penhall, but the referee stood firm.

Carter had no doubts about the incident. "Bruce simply pushed me into the fence," he said. Despite Penhall's cries of "unfair," it meant he missed his chance of overtaking the meeting's leader England's Dave Jessup in the score chart.

The 10 points that Penhall had collected in his previous four rides were enough to see him through to the next stage, the Intercontinental Final in Denmark on July 25. Penhall took third place after beating fellow Americans Kelly Moran and Dennis Sigalos in an all American run-off for third spot behind the winner Dave Jessup's 13 points and second placed rider Cris Morton's 11 points, both from England.

Moran and Sigalos had race wins and did enough in their early heats to show that they were not going to have any problems in qualifying for the next stage.

The fourth American who qualified for this meet from the American Final held earlier in May in Los Angeles, Scott Autrey had a miserable meet mustering only four points from his five rides.

There were still some shocks to come as the current World Champion Mike Lee went into his last race with only six points, eight being the magic score to be sure of qualifying. Former champion Ivan Mauger was also on six points, and they both faced the unbeaten Dave Jessup in the final race. They finished in that order: Lee, Mauger, Jessup.

The 10 riders that qualified from this meet now meet the six who qualified from the Nordic Final, five Danes and one Swede, on July 15 in Denmark. From that meet, the top 11 go on to the World Final held at the famous Wembly Stadium, in London. There they will meet the top five from the Continental Final which involves the eastern bloc countries. The Americans won't be short of support at Wembley, that's for sure. ●

Results

QUALIFIERS: Dave Jessup (Eng) 13; Cris Morton (Eng) 11; Bruce Penhall/Kelly Moran/Dennis Sigalos (USA) 10; Mike Lee (Eng)/Larry Ross (NZ)/John Louis (Eng) 9; Ivan Mauger (NZ)/Kenny Carter (Eng) 8.

NON-QUALIFIERS: Les Collins (Eng) 7; Steve Bastable (Eng) 6; Scott Autrey (USA)/Ian Cartwright (Eng) 4; Danny Kennedy (Aus) 2; Phil Hearne (Aus) 0.

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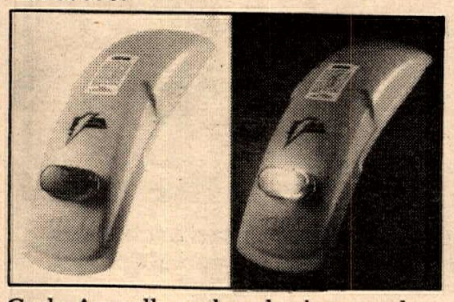

Cycle-Am tells us that they're proud to introduce their new enduro rear fender. Made of the same tough, injection-molded material as their Bob Hannah "Hurricane" fenders, the enduro fenders feature a specially-designed rear taillight assembly. The fenders are available in yellow, white, red, orange, green, black, silver and blue hues to match most popular motorcycle brands. For more information, send $1 for colorful Cycle-Am decals and catalog to Cycle-Am, Dept. CN, 23954 Craftsman Rd., Calabasas, CA. 91302.

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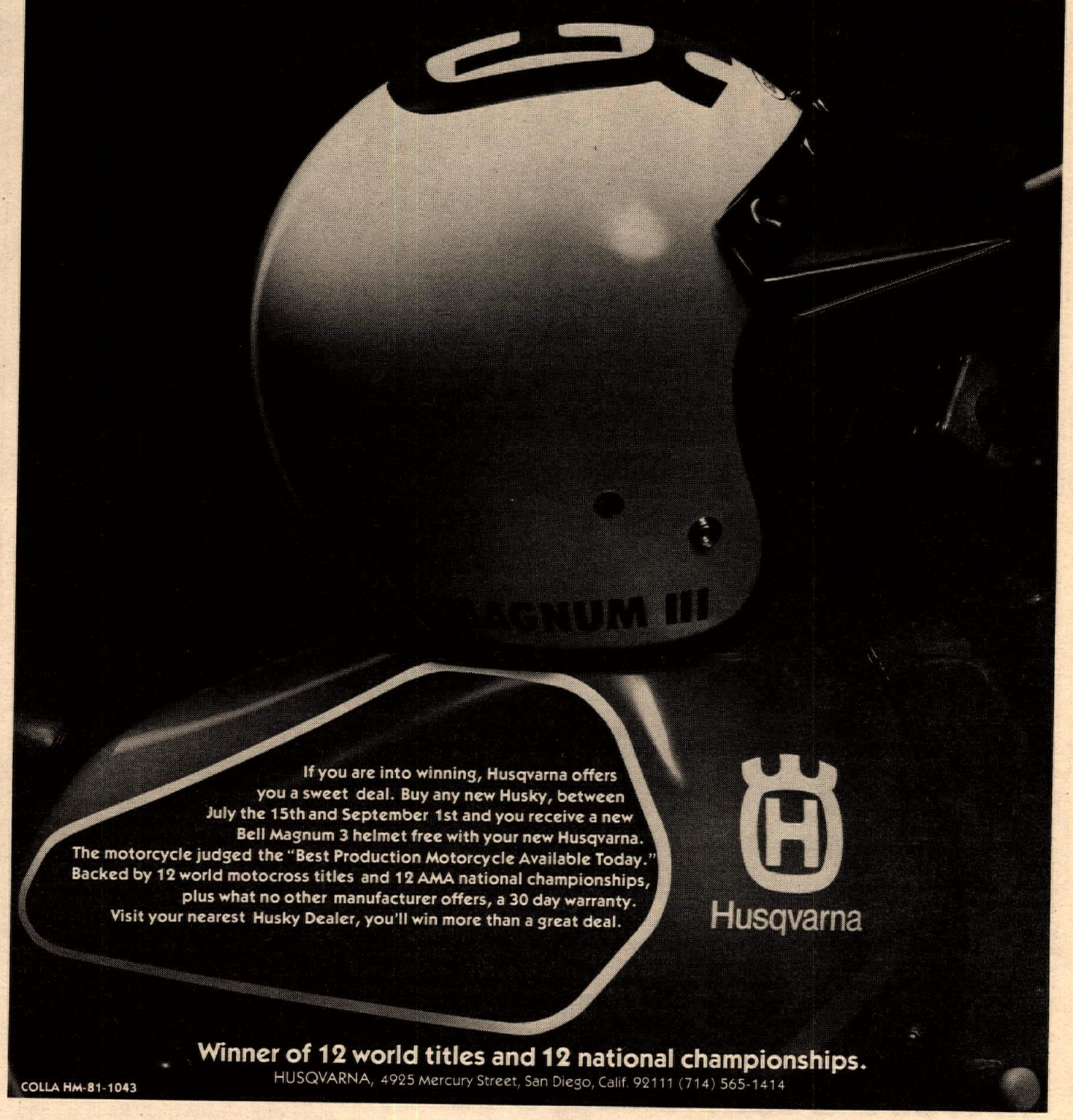

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(Clockwise from top left) David Gerig leads Ron Turner (7), Marty Moates (25), Clark Jones (69) and Ken Hanson (26) in Open Pro. Donnie Hansen exchanges pre-race banter with Moates. Dan White gets the jump in the Vets race. Hansen gave the Open Pros one look at him. Lance Moorewood (30) won 500cc Pro.

CMC Four-stroke Championships

Hansen/Mugen survive Carlsbad battle

By Mark Kariya

CARLSBAD, CA, JULY 19

The Continental Moto-sport Club's annual Four-stroke Championships held at Carlsbad Raceway resembled a battlefield this year with ailing or broken thumpers being nursed around the tortuous track or seen strewn about the pit area. When determining the winners, it generally came down to who had the least amount of hard luck.

Honda factory rider Donnie Hansen returned to the scene of his USGP 250cc Support class triumph last month and scored the wins in the Open Pro motos for the largest chunk of the $1,000 purse, courtesy of Horsepower Factory and O'Neal Distributing. Aboard an Al Baker-prepared Mugen Honda (in fact, the same bike Baker and Bob Balentine used to win the SCORE Mexicali 250 off-road race in March), Hansen rode the quickest, smartest and most trouble-free race in the class to best Horsepower Factory Honda-mounted Marty Moates and David Gerig who rode a 1980 twin-shock Mugen Honda.

Gerig got the holeshot in the first moto with Moates and "Radical" Ron Turner on a Horsepower Factory Honda thundering out of the first corner just behind him. A second-turn crash put Honda-mounted Randy Norman and England's current four-stroke motocross champion, Ken Hanson aboard a Horsepower Factory Honda, well behind their competitors by the time they were able to get their bikes going and rejoin the fray.

Moates put Gerig away early in lap two. Turner started to move on Gerig as they hurtled down the downhill, but suddenly, Turner's bike went into a series of terrifying swappers. The rocker in the Pro-Link-type rear end broke putting an end to his day. When asked later what he'd do with the rest of the day, Turner replied, "I'm goin' fishing!"

Hansen took over Turner's spot with White Brothers Honda rider Clark Jones fourth and Ken Hanson a distant fifth though moving up rapidly. Hanson's day ended prematurely, however, when he pulled into the pits on lap seven, the frame completely severed below the steering head, undoubtedly caused by the pounding he put the bike through. As this was the first time he'd been to America, Hanson treated the Carlsbad course like he would any other he races on in England (with its mud, grass and loamy soil). On Carlsbad's infamous dropoff, all other riders would catch a little air but still land relatively gently on the downslope. In stunning contrast, Hanson leaped off before the edge, launching himself into an awesome skyshot, and landed with all the subtlety of an M-80 at a wedding, on the flat and halfway to the next corner! Nothing would last long subjected to that kind of stress.

The leading trio hooked together and began to pull away. Hansen slipped past Gerig at the top of the hill on lap four. Gerig's front brake locked in a turn shortly afterwards which sent him to the clay. By the time he was able to get the motor relit, he was a distant fourth.

Hansen crept up on Moates a little at a time, always ready to take advantage of any slight slip-up. He got his chance on lap nine when Moates downshifted, and killed the engine. By the time Moates got underway again, he'd lost 15 seconds which he was

unable to make up. A ways back in third at the finish due to a faded rear shock ("It was all I could do to hang on!") was Jones followed by Gerig and Steve Chandler on an Aberg Yamaha.

In the second moto, Hansen got the jump out of the gate much to his surprise. "The first time (in moto one), I hit the gate and got all sideways so I had to back off and I was last," he said later. "That's the first time I've *ever* gotten a holeshot at this place!"

Moates and Gerig put themselves right behind Hansen, but a confrontation between the two when they tangled in the lefthander at the mechanics' area dropped both to the back with Gerig getting restarted last.

Hansen simply set his auto-pilot to "fast cruise" and dutifully rode the 14 laps to the checkered flag before picking up his winnings. His bike never skipped a beat throughout the day.

Moates was quick to thread through the pack, and by lap two, he was third and closing on Jones. On lap five, Moates flew past after the lege, but again, there was no catching Hansen. When Jones' engine started to sour ("I think the timing chain slipped."), first Gerig then Norman went by. Both Moates' and Gerig's bikes were missing, though.

The 500cc Pros ran for regular Pro payback, and in their first moto, Suzuki-mounted Gary Jones got to turn one first. Coming out was a different story as White Brothers Honda rider Lance Moorewood, Rich Eierstedt on a Honda and White Brothers Kawasaki-mounted Bill Keefe beat Jones out.

Moorewood had no problems in clinging to his lead for the duration of the race.

Jones and Yamaha rider Randy Norman went down on lap two. Steve Banning slipped his Suzuki to third ahead of Keefe and Horsepower Factory Honda-mounted Jim O'Neal.

Eierstedt began slowing, with Banning moving to second on lap four, and he pulled out near the end of the race. On lap seven, Banning went down hard on the downhill, tweaking his wrist enough for him to call it a day.

That put Keefe in the runner-up slot followed by Norman, Honda-mounted Jon Clark and Jones.

Unbelievably enough, Keefe got the holeshot in the second moto, his 262cc Kawasaki leading Norman, Clark and Moorewood. Norman powered by to lead the first two laps but fell and dropped to fifth.

Keefe led Moorewood and the whole pack for a lap before Moorewood went around for good. Even though Keefe's front wheel broke near the end of the moto, the two stayed with each other making for a more interesting race. Jones rode to a solid third ahead of Honda pilot Russ Daley and Clark. ●

Results

OPEN PRO: 1. Donnie Hansen (Mug) 1-1; 2. Marty Moates (HPF) 2-2; 3. David Gerig (Hon) 4-3; 4. Clark Jones (WBS) 3-5; 5. Randy Norman (Hon) 6-4; 6. Steve Chandler (Yam) 5-6; 7. Mike Dodge (Yam) 7-14; 8. Ken Hanson (HPF) 16-18; 9. Ron Turner (Hon) 18-18.

500 PRO: 1. Lance Moorewood (Hon) 1-1; 2. Bill Keefe (Kaw) 2-2; 3. Gary Jones (Suz) 5-3; 4. Jon Clark (Hon) 4-5; 5. Randy Norman (Yam) 3-7; 6. Russ Daley (Hon) 8-4; 7. Mike Stepak (Hon) 7-6; 8. Jim O'Neal (HPF) 6-20; 9. Steve Banning (Suz) 9-20; 10. Richard Eierstedt (Hon) 10-20.

500 INT: 1. Richard Bough (Hon); 2. Brian Fry (Hon); 3. Brian Showalter (Hon).

500 JR: 1. John Kearney (Hon); 2. Richard Williams (Hon); 3. Lee Dodge (Hon).

250 JR: 1. Dan Moragan (Yam); 2. Cliff Ranne (Kaw); 3. Jim Crockett (Hon).

VET JR: 1. Steve Bussell (Yam); 2. Don Henebley (Hon); 3. Fritz Tomasello (Hon).

VET INT: 1. Pat Murphy (Suz).

VET MASTER: 1. Koji Masuda (Suz); 2. Keith Petrangelo (CCM); 3. Dan White (Hon).

OT MASTER: 1. Chuck "Feets" Minert (BSA); 2. Rick Fieman (Suz).

OT JR: 1. Chuck Woody (Yam); 2. Carl Ellert (Kaw).

150 INT: 1. Lee Fabry (Yam); 2. Lloyd Thomas (Hon).

MINI JR: 1. John Lewton (Hon); 2. Brett Helms (Hon).

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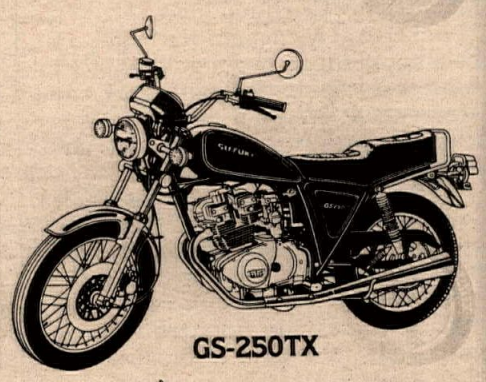
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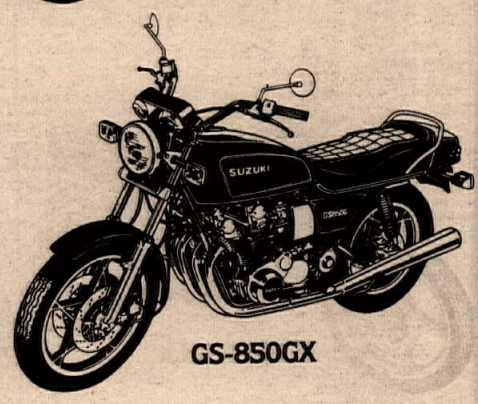
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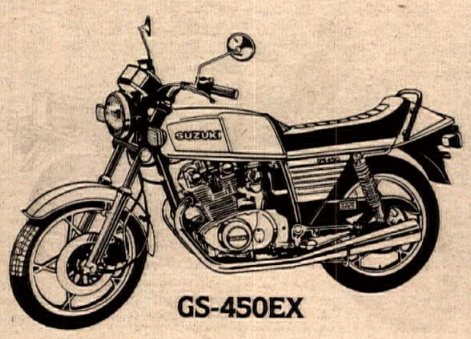
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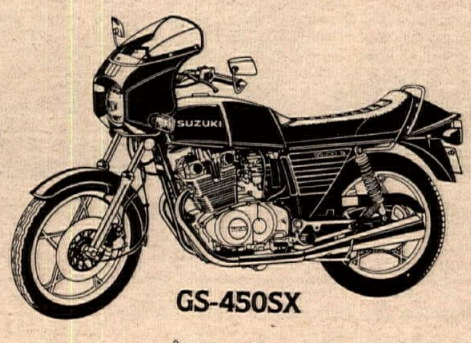
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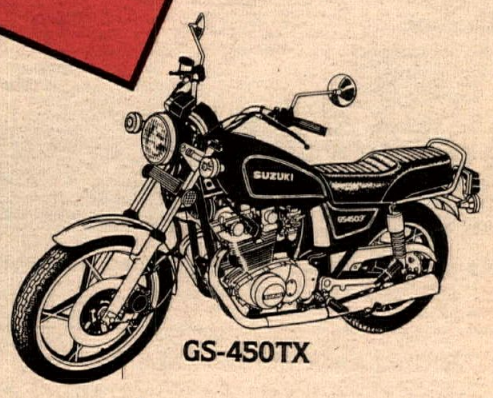
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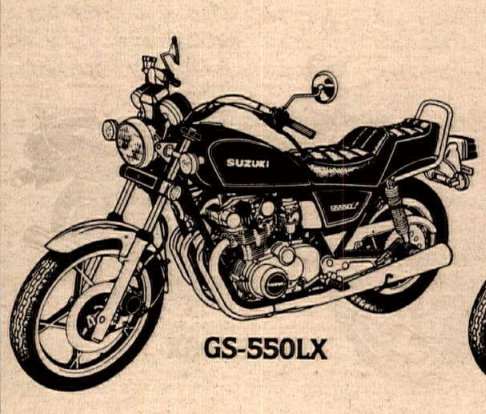
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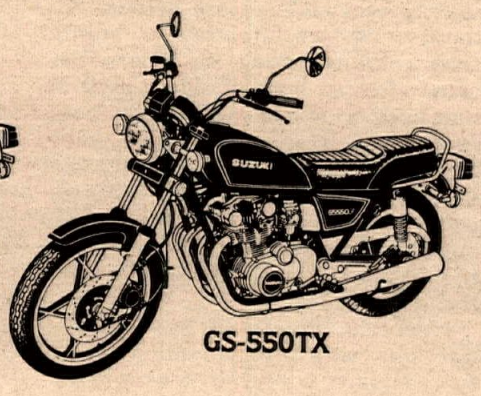
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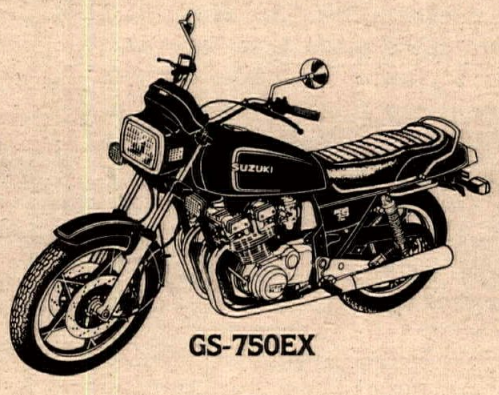
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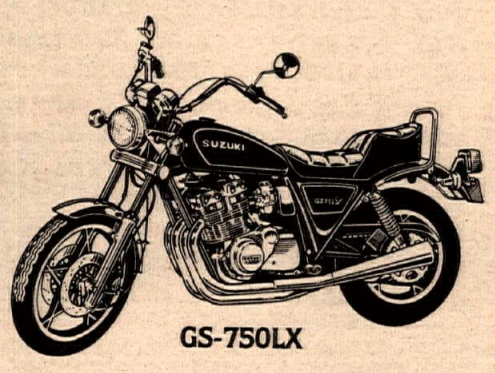
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Ron Pierce previews the Budweiser Six-Hour

Ron Pierce (right center) shared the winner's circle of the 1980 AFM Six-Hour with teammate Freddie Spencer. This year Pierce will ride with Eddie Lawson.

Riding with Freddie Spencer on a Honda Superbike, Ron Pierce won the American Federation of Motorcyclists Six-Hour last year. His career as a top Superbike and Formula One rider was interrrupted by a spectacular crash during practice for the Suzuka Eight Hour World Championship Endurance Race in Suzuka City, Japan, late in July, 1980. The crash, caused by a front brake failure on Pierce's Honda RS1000, left him with a broken back, shoulder, arm, ankle and collarbone. On July 26, 1981, Pierce will ride a Kawasaki Superbike with Eddie Lawson in the 1981 Budweiser Six-Hour at Riverside Raceway. It will be his first major race since his injury a year ago.

Going into the Six-Hour race at Riverside, some of the biggest factors will be the temperature and the length of the race, and the effect those factors will have on all the riders. The race is being run on the long version of the Riverside course, about four miles long, and because the straightaway is about twice as long as usual, the average speeds will be well over 100mph for the fast bikes. Counting pit stops the faster teams will probably average about two minutes per lap, so in six hours they'll cover about 650 miles. That's a lot of miles.

You've got to take everything into consideration when preparing yourself for the race. I expect that there will be a problem with heat and smog for the riders, so it would be good to have oxygen in the pits like some of the motocross riders use to revive themselves after each moto. I think oxygen will come in real handy down at Riverside. Then it is important to have some good, vented leathers, and have more than one set of leathers, spare boots, spare gloves and a spare helmet. All those things are important to ensure rider comfort during Six Hours, because after an hour of riding hard in that heat, your boots will weigh about twice as much, your leathers are going to weigh twice as much, all because they're soaked with sweat. Soaked, heavy leathers make riding very difficult for the rider. To be able to run the distance at race speeds, the rider has to be comfortable.

Next, the motorcycle has to be set up right, with all precautions taken such as parts safety wired with extra-heavy wire, loctite on all the bolts that can't be safety wired, use a hard brake line that will go the distance without changing. Spare tires and wheels have to be ready in case of a flat or when a tire is worn out. You've got to have quick-fills to refill the gas tank, and you've got to have plenty of fuel. Parts that might break or be damaged in a crash have to be included in your pile of spare parts, and must be laid out for easy access in case of an emergency pit stop. All the equipment must be lined up and prepared with a very professional pit crew before the race is started. That's the only way to ensure a win.

A Six-Hour race is a sprint race. It's not really an endurance race, so you've got to be ready to run it like a sprint. If you went out and cruised, you probably wouldn't sweat so bad, and wouldn't use the machine so hard, but you won't have a chance to win the race. The machine and riders must run to the maximum, all the time.

To win the race last year, Freddie and I ran the motorcycle hard all the way. We dropped the redline maybe 500rpm, shifting 500rpm before redline to conserve engine life, but we ran the heck out of the chassis the whole distance, never letting up. We were hard on the brakes, hard on the tires, hard on the frame, while we ran the engine where it would finish the race.

At Riverside there will be a bigger problem with traffic than there was at

Ontario, because in places the Riverside track is narrower and has fewer possible lines. A big problem will be other riders, namely other riders not being prepared for the six hours of hot weather. It's going to make it very difficult to pass riders when they're not comfortable and not paying attention to where they're going. There will be a real serious traffic problem, and the way the track is set up, the race will be very demanding on the rider's strength.

A rider will have to conserve himself, try to stay relaxed, and I think that you'll see a lot of problems halfway through and maybe two-thirds of the way through, with riders getting tired and losing concentration. It's going to be very difficult for riders to maintain concentration for the full race. It has 10 turns, and the esses will be very difficult for the riders, switching from one side to the other. That will be hard on the rider's arms and legs and with traffic as well it should be an interesting place to watch. I'm sure you'll see some dust clouds in that area.

The part that really worries me is running against the 350s and other small bikes. They can get through the corners real quick and they can use a wide, sweeping line in faster parts of the course. Running a big machine like the Kawasaki Superbike I'll be riding, it's going to be rough mixing lines. As the little bike riders get more confidence and the lapping starts, the guys on small bikes will not be watching for the big motorcycles to come squirting up on the inside or cutting across the outside. There will be collisions. And on that long, long straightaway, when big bikes are going 70 mph faster than little bikes, the little bike riders just won't know that we're coming. On that long straight, I'm sure that some bikes will hit 185 mph. I wish they wouldn't allow little bikes in the race, but since they do, it will be a real interesting problem.

This will be a race. There are a lot of local teams, a lot of local competition, and they're all very keen on their local track. Team Hammer is going to be tough. They've got a mean machine, a 1200cc Suzuki, and it's got a lot of horsepower and two really good riders on it. If they can keep it on the bubble the whole distance, they could be a real threat to win. I've raced with Bruce Hammer quite a bit and he goes real fast. I haven't figured out why he hasn't been rated by most people as being as good as he really is. And as far as John Ulrich, I've done a lot of tutoring with John lately and watched him race, and the last time I rode against him during a practice session the doggone guy stayed right with me the whole time. I think a lot of people are going to be surprised when they see him ride, and I'm real concerned about that team.

There's another tough team on a Moriwaki Kawasaki, Chuck Parme and Whitney Blakeslee. They're local boys, and they ride the track quite often. I understand that their machine is a real road runner. They set their bike up by racing and winning a one hour race on the long course last month. So they're going to be a threat for us.

Then there's Dennis Smith and Gennady Luibimsky, and they've got strong team backing with the Yoshimura Superbike. Evyerthing Yoshimura builds is very fast, very dependable and always a threat at any race. It's a very, very professional outfit and they're a problem to be reckoned with. These three teams may try to go too fast at the start, hopefully each team causing the others to overwork their engines and not finish.

There's another team in Reg Pridmore and Tracy Grieger. I've always been a fan of Reggie's and hopefully he'll be competitive, although I don't know Greiger. I haven't heard of or seen the bike they'll be riding, and I don't know if they tested it yet, so I don't know if they'll have the horsepower to keep up the pace. If they do, they have the rider knowledge behind them to be very competitive.

Of course, I think that the Kawasaki we'll be riding will win the race. I always have to have that confidence, and if I don't then I shouldn't be out there. My teammate, Eddie Lawson, is a very professional rider. I've watched him over the last several years and there's really growing experience and growing knowledge there. He's going to be a very great rider to race with. Last year I rode with Freddie Spencer and won the race, narrowly beating Eddie and David Aldana. This year it is a real treat for me to ride with Eddie and I think that we'll have a real first class effort.

I have a feeling that we'll have to beat the Honda team. I have the feeling that at the last minute we're going to see a Honda effort. We haven't heard any commitment yet, but I can't believe that they won the race last year and won't come back for this one. I can't think of any good reason for them not to come back and defend their title, since they won't be going to the Suzuka race on the same day.

Dave Emde and Harry Klinzmann will be flying around the track on the San Jose BMW, which Dave has used to do quite well with at all those Battle of the Twins races. With two riders like Harry and David, they'll be a definite threat. If they have a good pit crew and can keep the machine on the track at all times, they should make less pit stops by far than the four-cylinder bikes. They're a team that we should look for late in the race to make up positions.

There is a problem with planning fewer stops, though. I think that if a person stays out there much over an hour at a time that his proficiency drops off and his concentration drops off. It becomes more of an automatic situation and the danger factor starts coming up a great deal. Usually a tank of gas will take you 50 minutes or just over an hour and that is usually the best way to run it. Every tank of gas is a good time to change riders. If you extend that and put a real big tank on the bike, you've got that heavy weight to deal with, which is more of a problem with the fatigue and lack of concentration. Any time you lose your concentration at 170 mph it's not a good thing. I think a race team should always consider that. The time it takes to change riders is just a matter of seconds. A second is lost, but that second and more are gained later with the fresh rider.

Scoring will be a problem here. The scorers won't be able to see all the way around the track, which will make it harder to follow their bike. At Ontario last year there was a big scoring hassle and many protests. I think that there will be more problems at this race. Teams must furnish their own scorers and the teams that have professional, alert scorers come out the best. Nothing done on the track counts unless it's recorded correctly on the scoring sheet.

We'll have good scorers for Team Kawasaki, so when Eddie and I win, it will all be down on paper nice and official. ●

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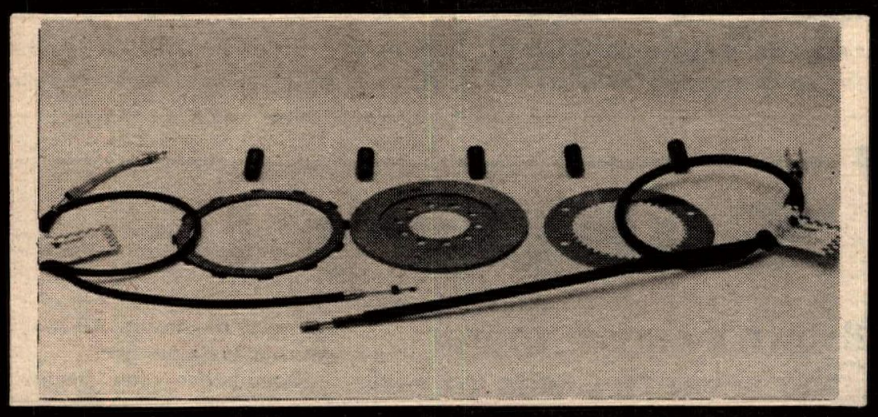

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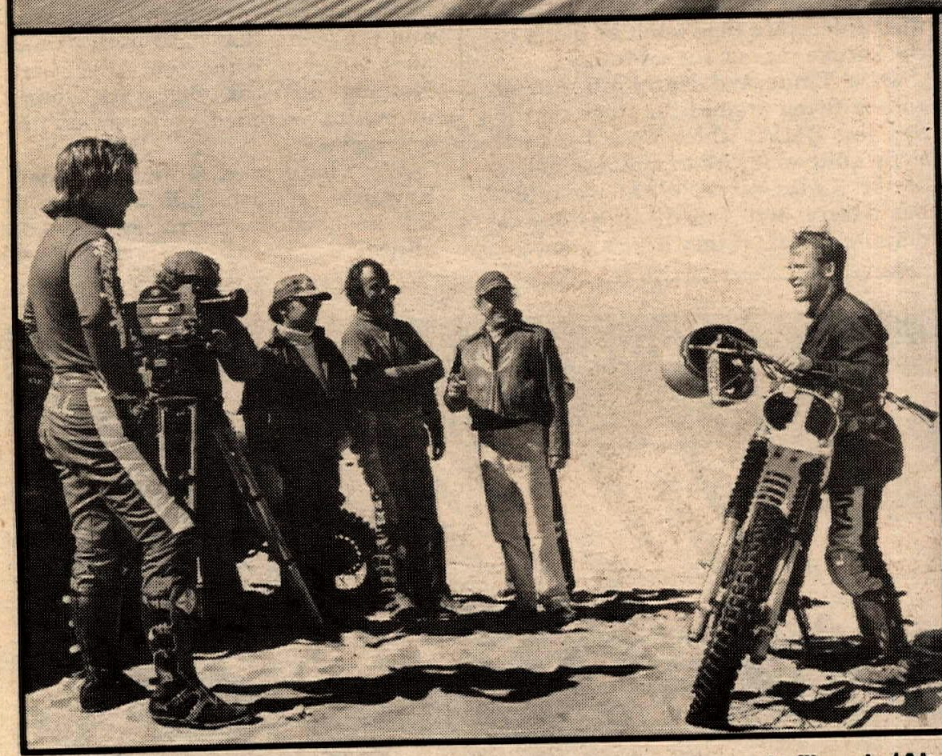

(Top) Against a low sun, the spectacular sand dune sequence is filmed. (Above left) Bruce Penhall (left) and Kenny Roberts appear on the dunes, though they were doubled for in the riding. (Above right) Collisions in the desert.

The making of

On Any Sunday II

The remake of Bruce Brown's classic motorcycle motion picture of the seventies was one of those things that just *had* to happen. Brown was asked countless times if he planned on producing a sequel; each time he said he was finished with the movie business. Though it made him a millionaire again, (he had already earned a fortune making surfing films including *Endless Summer*), he wanted to retire, hunt swordfish, collect Hudsons, ride a little and generally enjoy life.

He now lives on a huge ranch in the mountains east of San Juan Capistrano. He doesn't even have a telephone in the house. It's on a post down near the gate.

Brown *did* agree to let Don Shoemaker, editor of *On Any Sunday* and one of the cameramen, make a sequel ...for a price. Shoemaker joined with announcer Larry Huffman and two men who operated a tax and financial business (for whom both were clients), and formed Four Way Motor Sports, Inc., with Dave Walden and Jim Cavanaugh.

Walden and Cavanaugh began raising the money to film the sequel. Shoemaker's film company, D.E.M., began the planning in mid-1978. Sam Moses, an ex-editor of *Cycle Guide* and now motorsports editor of *Sports Illustrated*, was asked to write the script. Huffman agreed to narrate it. All that remained was to make a picture.

Shoemaker's crew began a worldwide filming odyssey that took them to over 44 locations around the world. They often logged as much as 1,400 miles in one day, carrying up to 18 cases of cameras, lenses, tripods, filters, film magazines, recorders, microphones and hundreds of thousands of feet of color film.

Production manager H. Allan Seymour was responsible for keeping the machinery working. In time they exposed over 300,000 feet of film. The task of editing it down to around 9,000 feet, the amount needed for a 90-minute film, fell to editor Pat Crawford.

By late 1979 they had finished shooting and began putting together what was to be a documentary drama that would tell the story of what several American motorcyclists did on almost any Sunday. World Road Racing Champion Kenny Roberts, World Trials Champion Bernie Schrieber, America's speedway ace Bruce Penhall, Supercross Champion Bob Hannah and America's most successful international motocrosser, Brad Lackey were the stars.

The completed film was shown to the press in April, 1980, and by that time Executive Producers Walden and Cavanaugh had been negotiating with potential distributors without success. Big firms like Fox, Warner Bros., Universal and others, just couldn't manage to find a place for *On Any Sunday II*. As summer wore on, it was shown in a few selected theatres, each time being met with apathy.

Critics said it was too serious, others said it wasn't as much fun as the original, nor as good. Most felt it looked more like a TV special. It was a good movie, even a wonderful movie, but most felt it would not appeal to the general public.

The problem was that the average theatre goer could not relate to it. It's difficult to make a motion picture like *On Any Sunday II*. For one thing it had to live up to the standards of the original which were very high. Travelling thousands of miles with tons of equipment, trying to be in the right place at just the right time, having cameras in focus and loaded at just those precise instants, is more than a monumental task...it is almost impossible.

Trying to portray what riding is really like, capturing the subtleness, physical effort, even the danger while retaining the feeling of what soaring fun riding bikes truly is...is an overwhelming task.

Enthusiasts loved the Shoemaker film, but it had to appeal to a wider audience, not motorcyclists wholly in tune with what was happening up on the screen, and audiences that needed to be entertained.

Enter Roger Riddell. Riddell distributed the original film in 1973 to '76, sponsored by Yamaha. It was seen by millions of people and earned over $24 million! Riddell became a movie distributor and established a reputation as a mover of small budget films. Among his most recent successes were *Dirt*, *Wilderness Family I* and *II* and *The Late Great Planet Earth*. Not the block busters, but good motion pictures with appeal and potential.

These and other films have made Roger Riddell just about the biggest, if not only, truly independent distributor in the county.

Riddell felt much the same as the critics and set about to change the picture. He felt it needed desert racing, partly because the original film featured it, but not at all because he is a desert expert himself.

Last year's Check Chase was chosen and the team of cameras and sound crews and one of the bravest and skilled helicopter pilots around arrived. The sequence brings Bruce Ogilvie into the picture as another hero.

In the beginning and ending sequences, filmed in the sand dunes, three riders demonstrate their skill and the beauty of riding over incredibly huge and steep dunes. We are led to believe the three are Kenny Roberts, Bruce Penhall and hero of the original *On Any Sunday*, Malcolm Smith. Due to scheduling conflicts and other problems, none could make the shooting dates, so Riddell brought Bruce Ogilvie, Jim Pomeroy and young Don Griewe, son of *Cycle World* magazine's technical editor Ron Griewe, to do the riding.

The spectacular jumps were filmed from a helicopter that was often only feet away, dipping into canyons of sand and soaring up and over sharp peaks. Filming it made the cameraman, hanging out of the side of the chopper, sicker than he had ever been. Helicopter piloting, the likes of

which had never been done, produced film footage that is unique and never before seen. It has been said that watching it is the closest thing ever seen to actually riding.

Riddell felt another link to the original film was needed; the classic desert rider and his broken machine, lost in the wilderness, setting a bush on fire to attract his friends and the sweep crew. Few can forget watching his Husqvarna go up in smoke when he forgot to shut off the fuel tap after priming the bush with gas running out from the fuel line.

The scene is repeated in *On Any Sunday II*...with a new twist. The bike burns again, this time a Yamaha YZ465, but it explodes into pieces that rain down around the rider, played this time by Byron Farnsworth.

Filming the sequence required the use of dynamite, lots of it...actually too much of it as things turned out. The bike exploded into thousands of tiny bits and pieces, which did rain down on everything in sight. Some may still be falling. But not *one* single piece was bigger than a pack of cigarettes and the total effect was lost.

The huge explosion of over nine pounds of dynamite attracted the sheriff, and the crew was told not to do it again. They didn't...at least not *that* day. They came back a few days later and destroyed another YZ465. This time a little prudence was used, and less dynamite, and the falling pieces are recognizable as the major elements that make up a motorcycle.

The two explosions, when put together for the final film, give no indication of what was required to make it look right in the magical world of movie making.

Riddell had brought in top Hollywood director/editor Ed Forsyth, they set about at the almost inhuman task of going back through the hundreds of thousands of feet of film that had not been used in making *On Any Sunday II*, called "out takes," looking for new scenes.

The new sand dunes sequences were shot because they related strongly to Bruce Brown's original classic. Malcolm Smith was brought in for the cameo role, another touch from the original. New music was composed by Allan Alper, a noted theatrical musician and recorded at Overland Studios in Newport Beach. Motorcycle movie empresario Clyde Earl was sought to provide some old-time bike movie footage that became part of a wonderfully nostalgic look at the old Big Bear run and the Catalina Island Grand Prix.

All of this, of course, added greatly to the more than $1 million already spent. Nearly three years of work had been done, yet another year would pass before it would finally open to the harshest critics of all; the public.

Some of Shoemaker's scenes were retained intact, others were rearranged or thrown out. Most of what comprises new parts of the final film came from out takes. New narration was written by Riddel, Forsyth and Huffman, with some occasional help from the author, and more recording was done.

Now we are into 1981 and the new version is just completed. It is almost an entirely new picture. Funnier, lighter, but still the most technically excellent motorcycle movie of the decade. Producers are both Riddell and Shoemaker. Directors are Ed Forsyth and Shoemaker. It is an amazing film that represents the work of dozens of people. Even Bruce Brown took a small part.

Back when *On Any Sunday* came out, people actually rushed out of the theatres to buy bikes. It contributed enormously to the bike boom of the seventies. People who knew nothing at all about motorcycling loved it...and the enthusiasts regard it today as the all-time classic motorcycle movie.

It could happen all over again. ●

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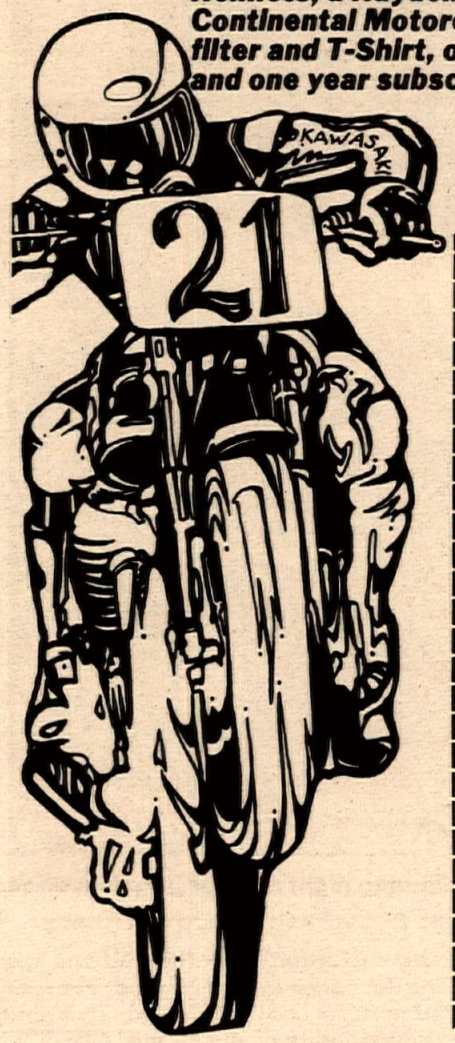

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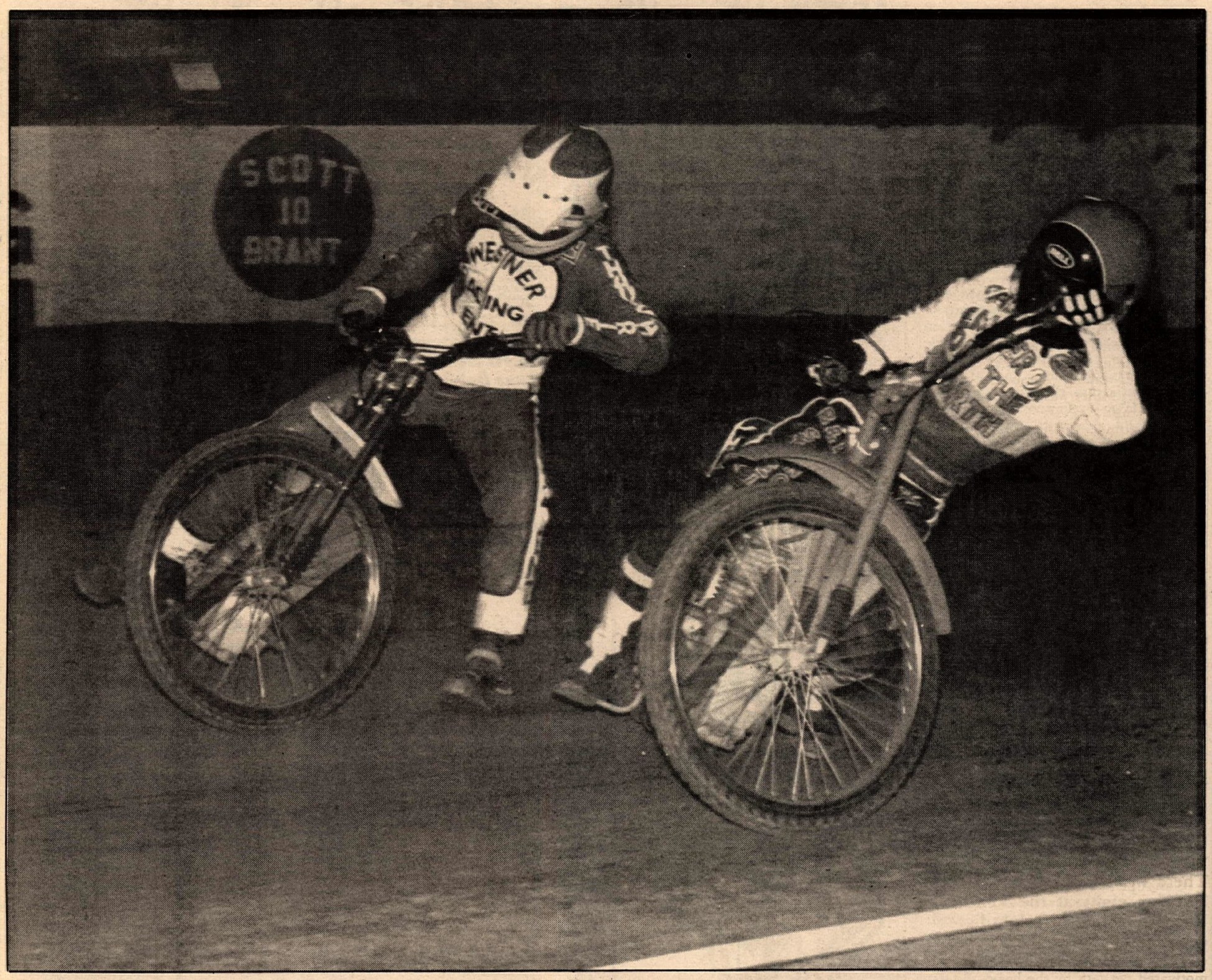

Eddie Ingels and Bob Holmes get into some side-by-side action at Auburn. The following night at Napa, Ingels won the Scratch main.

Faria makes it five in a row at Auburn

By Jann Houston

AUBURN, CA, JULY 10

After first winning his Scratch heat and Scratch semi, Mike Faria added number five to his consecutive string of Scratch main wins at Auburn tonight, breaking Paul Orlandi's 1980 Cal Expo record of four in a row.

He was on the wall as the starting gate went up, leading the race in the first turn. Tom Ferris was second off the pole, Duane Yarrow a close third and Harlan Bast, Jr. fourth. As the race continued, Faria maintained at least a three bike length lead on every lap with Ferris and Yarrow side by side in every turn exchanging second and third position by inches. Faria grabbed the checkered flag while Yarrow and Ferris crossed the line in a photo finish with Yarrow getting the extra inch for second. Ferris was third, Bast fourth. Northern California fans know that it is not *what* position Faria draws in the Scratch program, it is *how* he starts, and Mike Faria does

In the Handicap main, Andy Gilbertson, up from Division Two, took the lead after winning both his heat and semi races earlier in the evening, and looked like a veteran Division One rider, holding a good lead with Pat Linn second on the first lap. Harlan Bast, Jr. took Linn for second on lap two as Linn dropped to fourth with Eddie Ingels moving into third. Ingels took Linn on the outside on lap three in turn three, moving into second. Gilbertson continued to hold an impressive lead.

The Ingels combination of experience, skill and bold determination proved too much for Gilbertson on lap four in turn four, as he went a little wide, giving Ingels the chance he was waiting for to move into the lead and take the win. Gilbertson was second, Ferris third. It was a clean sweep in the Handicap division for Ingels! He, too, had won both his heat and semi events.

Danny Clements won the Division Two main, his second night back in action after a two-year retirement. Robert Curry was second, Kevin Hugill third.

After a restart in the Division Three main when Curt Miller was disqualified for causing an accident, Steve Crawford took the lead and was so far ahead of everyone else, he almost got lost! The speed, style and riding ability of this former Class "C" Junior champion just does *not* belong in Third Division. Al Underwood was second, Tom Page third. One small damper for Steve — his sister was the trophy girl.

In the Junior main, "Giant Killer" Scott Brant held the lead with Bart Bast a close second until turn four on lap four when Bast took him on the inside in a last-minute drive for the win. Mike Parsons was third.

Results

SCRATCH MAIN: 1. Mike Faria; 2. Duane Yarrow; 3. Tom Ferris; 4. Harlan Bast, Jr.

SCRATCH CONSOLATION: 1. Eddie Ingels; 2. Buddy Robinson; 3. Paul Orlandi; 4. Ron McGill.

HANDICAP MAIN: 1. Eddie Ingels; 2. Andy Gilbertson; 3. Tom Ferris; 4. Ron McGill; 5. Harlan Bast, Jr; 6. Pat Linn.

DIV. TWO: 1. Danny Clements; 2. Robert Curry; 3. Kevin Hugill.

DIV. THREE: 1. Steve Crawford; 2. Al Underwood; 3. Tom Page.

JR DIV: 1. Bart Bast; 2. Scott Brant; 3. Mike Parsons.

Ingels repeats at Napa

By Jann Houston

NAPA, CA, JULY 11

It was quite a night for Eddie Ingels at Napa, winning every Scratch race he rode, including the main, and earning enough points to move him into the number two position in the northern California point standings. It is hard to find words to describe what was probably the best Scratch main the Napa fans have ever seen, definitely the best this year! Hot, fast, crazy, thrilling...take your pick; it was all of them.

Ingels drew the pole position with Mike Faria, the "King of Scratch Racing" at Auburn, in position two, Yarrow third and Paul Orlandi on the wall. Ingels and Faria came out of the gate side by side, continuing that way in turn two and three. In turn four it was a four-way tie. As the race continued it was a four-man team in every turn. At the finish, it was Ingels by inches, Faria, Yarrow and Orlandi.

In the Handicap main, Pat Linn held the lead for the first lap, going wide in turn three on lap two allowing Buddy Robinson, riding for the first time at Napa, to move into the lead with Tom Ferris a close second. On lap four in turn one, Linn went down, forcing Duane Yarrow to lay it down

showing Class "A" skill and sportsmanship at its best. The race continued with Robinson holding the lead. Eddie Ingels moved under Ferris for second with Napa promoter Dennis "Choo Choo" Robinson settling for fourth. That was the finish.

In the Division Two main, Kevin Hugill, also riding for the first time in the Napa wine country, took the lead with Steve Crawford, up from Division Three, giving him a real race. It was a *fast*, action-filled Division Two main! Crawford lost power on lap three, ending his night, as Danny Clements moved into second and Robert Curry third. Jack Forseth took Curry on the outside on lap four to move into third. At the checkered flag it was Hugill, Clements and Forseth.

The Division Three main turned out to be something special for newcomer Tom Page, taking home his first trophy! Curt Miller was second, Elmer McCleary third.

In the Junior Division, Bart Bast won both the heat and the main. "Little" Bobby Hedden was second, Mike Parsons third. It was a big weekend for Bart having won his heat and the Junior main at Auburn the night before! Another Bast on the way up.

Results

SCRATCH MAIN: 1. Eddie Ingels; 2. Mike Faria; 3. Duane Yarrow; 4. Paul Orlandi.

SCRATCH CONSOLATION: 1. Dennis Robinson; 2. Tom Ferris; 3. Harlan Bast, Jr.; 4. Marc Prince.

HANDICAP MAIN: 1. Buddy Robinson; 2. Eddie Ingels; 3. Tom Ferris; 4. Dennis Robinson; 5. Duane Yarrow; 6. Pat Linn.

DIV. TWO: 1. Kevin Hugill; 2. Danny Clements; 3. Jack Forseth.

DIV. THREE: 1. Tom Page; 2. Curt Miller; 3. Elmer McCleary

JUNIOR: 1. Bart Bast; 2. Bobby Hedden; 3. Mike Parsons.

Lance King-2; everyone else-0

By Bill Locey

VENTURA, CA, JULY 14

There were a number of firsts Tuesday night at the Ventura Raceway. The new bright lights debuted as did the first real speedway crowd of 1981 (over 1200), motivated perhaps by the heavy radio promotion, Laverne and Shirley-inspired ennui, the full moon, the warm weather, or the return of Bobby Schwartz.

Lance King, speedway's version of Olivier (on wheels), didn't care who showed up as he showed little respect for Schwartz — or anyone else — in winning *both* main events, just like he did on opening night April 7. That's 11 trophies the kid has won here alone this year. King extended his already healthy 50-point advantage over Dave DeTemple in our version of the points war. That's also nine wins for King in the Scratch main in 13 tries.

In Handicap racing, King, off the 50-yard line, was off like a rocket and began passing people. By the third lap, King, already in second, went around hotshoe Rob Pfetzing and won easily.

Schwartz, your basic world-class rider, was slated for the 60-yard line, but instead started way back against the turn four crash wall, which is about the 100-yard line. The ex-Ventura Shark evidently knew what he was doing as he picked off a rider each lap, including John Foster in the last turn, to take the win.

The Handicap main had all the heavyweights — King, DeTemple and Bobby McLain, Schwartz on the 60, and Steve Lucero on the 30. Lucero held the early lead but then was passed by DeTemple and King. Schwartz, motivated by the poor condition of the track, decided not to go for it and played it safe. If you cruise, you lose in speedway, and Schwartz ended up in fifth.

Meanwhile, back at the race, DeTemple seemed headed for a certain win as King could get no closer than two lengths over the final two laps. But in the last turn, King got the drive and came out of nowhere to catch DeTemple about three feet from the line and beat him to the checkered by a spoke, good enough for a standing ovation.

In Scratch racing, Dennis Bransford ended a superb season when he broke his ankle. Coming around turn three, four riders were all within a few feet of each other when Shawn McConnell hit a slick spot and slid out. Bransford, trailing, had nowhere to go and clipped the fallen bike, flew through the air and took out a panel of the crash wall. The red flag save McLain who threw a chain, but came back to win the restart.

King and Schwartz each had an easy time of it, winning their heats and semis with great starts, setting up a showdown in the main. In the last race of the night, McLain started on the pole, got the gate, and led around turn two. On the back straightaway, Schwartz pulled even on the outside while King slipped underneath on the insdie. Around turn three, McLain pushed Schwartz way wide and out of the race. Schwartz pulled it into the infield and finished last. King won easily. Again. Before he's done, the kid is going to be the best American rider. Ever.

In D-2 racing, Rick Miller took exciting man-to-man race from Ed Thurman to win his heat, then came back to win the D-2 main to earn his first trophy here this year.

Program foul-ups placed Andy Northrup, who has nearly won the D-2 main in the past, and Mike Mazzacane, who *has* won the D-2 main, into Third Division. They were granted last-minute reprieves. Ed Castro, who won the D-2 main here opening night, wasn't so lucky. But he made the best of the oversight and showed them by winning the Third Division main.

Next week. Schwartz, along with Brad Oxley, will try to snap King's win streak.

Results

SCRATCH MAIN: 1. Lance King; 2. Bobby McLain; 3. Dave DeTemple; 4. Bobby Schwartz.

HANDICAP MAIN: 1. Lance King; 2. Dave DeTemple; 3. Bobby McLain; 4. Steve Lucero; 5. Bobby Schwartz; 6. Dennis Bransford.

SECOND DIV: 1. Rick Miller; 2. Pat Hawley; 3. Andy Northrup; 4. Chris Reichardt; 5. Craig DePhillippi; 6. Eddie Thurman.

THIRD DIV: 1. Ed Castro; 2. Tim McCasland; 3. Guy Ermolenko; 4. Ed Lynch; 5. Bob Bechtold; 6. Chris Mistretta.

MATCH RACE: Schwartz def. King.

Schwartz sizzles at San Berdoo

By Scott Daloisio

SAN BERNARDINO, CA, JULY 15

"Boogaloo" Bobby Schwartz rode the Western Racing Wheel Jawa to victory in the crash-marred Scratch main at John LaDouceur's Inland Motorcycle Speedway Wednesday night.

John Sandona (Rialto Truck Parts Jawa) took the lead from the pole position on the start over Alan Christian (STP Jawa), Schwartz and Michael Bast (Justice Brothers Jawa). Bast got by Schwartz and challenged Christian on the inside in turn four. The two riders made unintentional contact resutling in a spectacular crash on the front chute. Both riders were down for close to 10 minutes with Christian retiring with an injured right shoulder. The ambulance crew wanted to put Bast on a stretcher with the talented rider wanting to be put back on the seat of his four-valve Jawa. After much deliberation and being able to show he could move gingerly, Bast was back aboard and ready for the restart.

John Sandona led Bobby Schwartz briefly in the Scratch main at IMS.

Sandona again jumped out front at the gate over a visibly shaken Bast and Schwartz, who was coming from the number four spot on the starting grid. Bast challenged Sandona for the lead over the first lap but was passed by Schwartz on the back chute for second on lap two. Schwartz moved to the outside to challenge Sandona for the lead only to have the door shut on him several times on laps three and four. Schwartz made a last-ditch effort as they came out of turn four on the final lap and beat Sandona to the line by a scant six inches. Bast, who was riding when most others would have called it a night, came home a courageous third with Christian getting the wrap-up spot.

After the race, Schwartz challenged Sandona to a four-lap match race. Sandona again got the gate from the pole and fought off Schwartz in turn one. Schwartz bobbled in turn two letting Sandona lengthen his lead. Schwartz had problems coming out of four on the opening lap and was forced to drop out giving the long gone Sandona the victory.

Shawn McConnell (Slim's Towing/Ridin' High Jawa) came from the 20-yard line to score his first IMS Handicap main victory of the season. McConnell took the lead on the start but was passed by Mike Muntean on the outside in turn two. The pair raced side by side swapping the lead back and forth until Muntean did a wheelie giving McConnell the lead for keeps near the end of the second circuit. Bast had mechanical difficulties and dropped out on lap four. Jim Fishback, coming back from a wild crash in his Scratch semi, was moving through the pack when he got sideways in the cushion on lap four ending all hopes for victory. At the checkered, it was McConnell over Muntean, Dave Sims, Lance King, Fishback and Bast.

Pat Hawley came from the 20-yard line to pick up his second IMS Second Division main of the season. Mike Mazzacane from the zero was the early leader over Rick Miller and Kerry Miller. Ed Castro went down in turn one on the second lap. Hawley passed both Millers on lap two putting himself in second and setting his sights on leader Mazzacane. The "Flying Norwegian" moved to the inside of Mazzacane for the lead on lap three in turn two and breezed the rest of the way for an impressive victory. Mazzacane hung on for second over Rob Pfetzing, Rick Miller (who bobbled in the final corner letting Pfetzing by), Kerry Miller and Castro.

Tim McCasland again waited until the final corner to take the lead for his second IMS Third division main in July. Steve Flanagan grabbed the lead on the start over Bob Bechtold. Shane McDonald, coming off a great start, passed Bechtold in turn four on the opening lap. McDonald and Bechtold then performed solo crashes in turn one on lap two. Wayne Leutz dropped out with mechanical ills on lap three. Flanagan looked like a winner until McCasland snuck by on the inside in turn four to take the victory by inches at Sid Sutton's checkered flag. Flanagan ended up second ahead of Darcy Johnson and non-finishers Leutz, McDonald and Bechtold.

On July 22, Brad Oxley will return from England to do battle with southern California's best at IMS. On July 29, the "Wheelie King," Doug Damokos, will be at IMS to put on an intermission spectacular. The already exciting racing action at the three southern California tracks should continue to heat up over the next two weeks as the cutoff date for the National Qualifiers and promoters point fund is August 1. With money at stake for the top riders and a position in the Qualifiers for the first time for some of the young riders, the racing should reach a fever pitch. ●

Results

SCRATCH MAIN: 1. Bobby Schwartz; 2. John Sandona; 3. Mike Bast; 4. Alan Christian.

HANDICAP MAIN: 1. Shawn McConnell; 2. Mike Muntean; 3. Dave Sims; 4. Lance King; 5. Jim Fishback; 6. Mike Bast.

SECOND DIV.: 1. Pat Hawley; 2. Mike Mazzacane; 3. Rob Pfetzing; 4. Rick Miller; 5. Kerry Miller; 6. Ed Castro.

THIRD DIV: 1. Tim McCasland; 2. Steve Flanagan; 3. Darcy Johnson; 4. Wayne Leutz; 5. Shane McConald; 6. Bob Bechtold.

MATCH RACE: 1. Bobby Schwartz; 2. Mike Bast.

MARK B THE SUPE SUPER

Team Suzuki's Mark Barnett thrilled 61,536 spectators in the L.A. Coliseum as he guided his "Full-Floater" to the 1981 Supercross Title.

Mark looked magnificent as he dominated his qualifying heat, turning in the fastest lap of the evening. In the final, he took an early lead and pulled away easily for the win.

Next stop for Mark?

His second 125cc National Championship.

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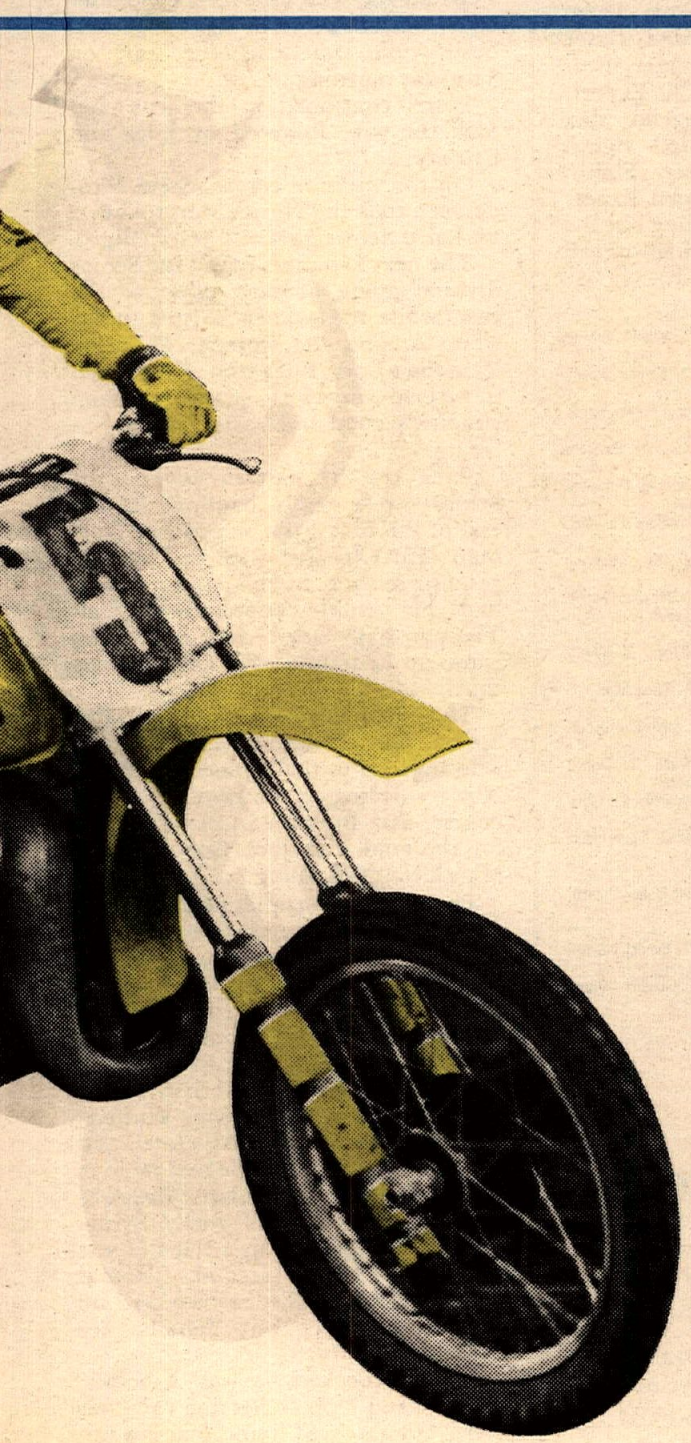

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Marzocchi 38mm	12.0"
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Suzuki RM 250 '81	12.0"
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Dan Ashcraft (top/D-37) and Scott Harden (MRAN) were winners.

Harden captures Clover Creek GP

By Chuck Harper
Photos by Wayne Gales

CALIENTE, NV, JULY 5

Team Husky's Scot Harden added another victory to his long list with an overall triumph in the Chargers West M.C./Caliente Volunteer Fire Department/Motorcycle Racing Association of Nevada eighth annual Clover Creek Grand Prix at Caliente.

The race was marred by the tragic death of current 250cc points leader and Can-Am support rider Mike Welch. Welch was leading the 250cc Expert race when his rear axle sheared at the end of a two-mile paved section, causing him to lose control of the bike and crash into a wooden pole which killed him instantly.

From all MRAN members and others who knew Mike our heartfelt sympathies go to his fine family, especially parents Mr. and Mrs. Roger Welch and current MRAN number one Open class rider and older brother, Kevin. We all acknowledge Mike's longtime support and contribution to our sport and we will all deeply miss him.

The activities began with the Minis which Bryan Folks won on his 80cc Suzuki. Folks was pressured by Kelly Bergman (Kaw) who was leading the 80cc Amateur race until he crashed into an embankment while in Bryan's dust, hurting his wrist and withdrawing from the race. Paul Kline pulled his Skip's Ameritone Paint Suzuki up to claim second overall, first 100cc Amateur.

The big bike race commenced with an auction for the #0 start position with the proceeds to benefit the Caliente Volunteer Fire Department. Mr. Benshoof, of Benshoof's Heating and Air of 29 Palms, CA, quickly bid $100 which put a fast end to the auction and secured a headstart for his number one team rider Jamie Avels.

Avels blasted off, signaling the start of the race that would see five bikes leave every 15 seconds in the timed event.

The course wound its familiar path through town to the creek section where racers were amply drenched before drying out on the paved section. A long, twisting sandwash brought the riders to insanity ridge which they transversed backwards to the motocross track, "Fireworks" Hill and another try at the infamous creek before embarking on another 17-mile tour.

Harden advanced from his second row start and was soon by Avels to command the physical lead, Maico rider Kevin Welch was also on the gas as he and Harden jockeyed for the overall lead on elapsed time for most of the race until Kevin received word on Michael and he subsequently dropped off the pace but still brought it home third overall, second Open Expert behind winner Harden.

Second overall went to the rider who captured the same position in the event last year, Bobby Davidson (Yam). It was Davidson's second straight 250cc Expert triumph. Fourth overall, first 125cc Expert went to hometown boy Floyd Bradley who logged his biggest win ever. Fifth overall, second 250cc Expert was captured by Kevin Jones (Yam) of Delta, UT, with Daryl Folks finishing sixth overall, second 125cc on his Team Husky machine. Daryl's dad Casey Folks (Hus) was the next rider in at seventh overall, first Over 30 Expert, narrowly edging desert legend Max Switzer (Hus) who captured eighth overall, second Over 30 Expert. Finishing ninth overall, third Open Expert was Jamie Avels, and rounding out the top 10 was first 250cc and first overall Amateur Mike Patchen (Yam).

Results

OPEN EX: 1. Scot Harden (Hus); 2. Kevin Welch (Mai); 3. Jamie Avels (Yam).
250 EX: 1. Bob Davidson (Yam); 2. Kevin Jones (Yam); 3. Al Peterson (Hon).
125 EX: 1. Floyd Bradley (Hus); 2. Daryl Folks (Hus); 3. Jody Maeder (Yam).
OVER 30 EX: 1. Casey Folks (Hus); 2. Max Switzer (Hus); 3. Al Hoskins (Yam).
OVER 38 EX: 1. Ken Guio (Hus); 2. Doug Tichenor (Hus).
OPEN AM: 1. Ken Bryan (Hus); 2. Jim Fikes (Hus); 3. Rick Volger (Hon).
250 AM: 1. Mike Patchen (Yam); 2. Dan Thomas (Yam); 3. Charles Phillips (Hus).
125 AM: 1. Gary Smith (Kaw); 2. Dean Brooks (Yam).
OVER 30 AM: 1. Reb Wallace (Yam); 2. Dan Weidknecht (Suz); 3. Roger Hamel (Yam).
OVER 38 AM: 1. Charlie Higdeon (Hon); 2. Wally Tegarden (Yam).
OPEN NOV: 1. Jim Stevens (Mon); 2. Tom Mannilo (Hus); 3. Garry Evans (Mnk).
250 NOV: 1. Mike Lehman (Kaw); 2. John Campbell (CZ); 3. Larry Job (Hus).
125 NOV: 1. Morgan Williams (Suz); 2. David McDonough (Yam); 3. Kelly Burnham (Der).
OVER 30 NOV: 1. Ronald Baker (Yam); 2. Gary Whight (Hus); 3. Clarence Southall (MZ).
OVER 38 NOV: 1. Slim Davison (Hus); 2. Tom Fitch (Yam).
80 EX: 1. Bryan Folks (Suz).
80 NOV: 1. Clint Bozarth (Suz); 2. Scott Baker (Yam); 3. Donald Hansen (Yam).
100 AM: 1. Paul Kline (Suz).
100 NOV: 1. Doug Ashwast (Suz); 2. David Hamel (Yam); 3. Sue Bradley (Suz).
60 EX: 1. Chad Tichenor (Suz); 2. Dustin White (Yam).
60 AM: 1. Burt Mangum (Suz).
60 NOV: 1. Mark Frehner (Yam).

D-37 Dual EuroScrams: Smith wins race he wasn't in

By Norm Johnson

RED MOUNTAIN, CA, JULY 11-12

Forgetting one of the basics of racing cost Dan Smith an overall win during the Los Coyotes M.C. AMA D-37 Dual European Scrambles. Held near the site of the Shamrocks' ISDE qualifier, the event was run under fantastic weather with temperatures from 80 to 90 degrees and a cooling breeze blowing all day.

Saturday

When the Open Amateur/Expert race blasted off it was Smith putting his Kern Sport Cycles Husky into an immediate lead. In tow were Terry Clark (Hus), Brett Howell (Hus) and Bill Saltzman (Mai). At the end of the first lap Smith was still in the lead with Clark about 10 seconds back and closing. Time ran out for Clark and Smith came in for the win, with Clark taking second in front of Howell and Saltzman.

Then it happened. The Los Coyotes got to digging through their sign-up sheets and discovered that Smith had failed to sign up Saturday morning! So to Clark went the win, and to the forgetful Smith, the Rookie of the Month award.

The first race on Saturday morning was the 0-175cc Amateur/Expert group on the eastside course and the 0-175cc Novices and Beginners on the west.

At the end of the first lap it was Pete Postel (Yam) leading the Amateur/Experts home, with Tom Elias (Yam) second and Amateur Guy Crowdy (Yam) running a strong third. Missing in action were number one plate holder Kevin Hopkins, who was practicing the course on Friday and injured — possibly a fracture — his foot; and Tony Megla, who sustained a shoulder injury when he centerpunched a puckerbush while practicing the start on Saturday morning.

Postel continued in the lead and took the win, followed by Elias and Crowdy.

On the westside course, Steve Vanderveen took the Novice win, followed by Laird Schweikart and Jerry Gilpin.

The next two races found the Senior division going at each other to the east, while the women battled to the west. Among the women, Fullerton Yamaha's Lori "Buckaroo" Farmer led it wire to wire with Diane Holeman running second and Lorni Vincent finishing third.

Back on the eastern course, the Seniors were really hauling. At the end of the first lap it was Morris Norman (Hus) in first with Al Thomas running second. By the last lap Morris had his usual commanding lead, Thomas had faded and Ron Bebo came up to second with Dick Postma third.

The Open Novices were led by Mike Spano, Guy Kibbe and Dean Kriske, who finished in that order. The 250cc Novices, riding on the 12-mile western course, saw Bryan Van come in first for the gold with Jack Goodban and Mike Urbanek trailing.

The always fast and furious 250cc Amateur/Expert ranks were up on the short seven mile east course. At the would-be bomb it was Dan Ashcraft (Pro Circuit Hus) out front. Directly across from Ashcraft about 25 yards was Cliff Thomas (Yam), and both were trying to hit the trail first. Out of nowhere came Amateur Greg Winters, who swooped both Ashcraft and Thomas right through the middle.

At the end of the first lap it was Ashcraft in the lead and really flying. Winters had picked up a flat but was still holding down second. Thomas had reportedly bailed somewhere on the course, which put Yamaha ace Kenny Upp in third.

At the checkers it was Ashcraft, Winters and Upp. After the race was over, Ashcraft was found loading up. He was heading for Saturday night's Superbowl of Motocross, which translated into a minimum of seven hours

of driving, and that's not counting the traffic jam in and out of the Coliseum. Ashcraft also had to be back by 10 a.m. for his race on Sunday. Wouldn't it be nice to have that kind of energy?

Sunday

On Sunday morning Dan Smith was found at the Los Coyotes sign-up table, waiting for it to open. Ashcraft was not yet back from the Superbowl.

The courses were switched for all classes, but the 0-175cc ranks were still up first. Again Pete Postel was found in the lead of the Amateur/Expert race, and he never looked back en route to the win. Tom Elias again finished second, and Guy Crowdy also repeated his third overall, first Amateur performance of Saturday. Second Amateur was Mike Jones.

Over on the east side, Mark Purser got the Novice win with Laird Schweikart and Steve Vanderveen right behind. First Beginner was Bruce Cartner.

When the Women's Division left the line again, this time Lori Farmer was left kicking her bike. Lorni Vincent got the lead, closely followed by Wendy McGraw, and a little further back, Diane Holeman. First to the checkered was a very jubilant Vincent for her first overall win in the Women's Division. Afterwards, she said, "I never knew how neat it was to ride out of the dust." Finishing second was Farmer, who recovered from a distant last place. Third was Holeman, followed by first Amateur McGraw. The Novice win went to Alice LeRoy, and Vera Charters finished in the top Beginner slot.

On the line for the 250cc Amateur/Expert race sat a very red-eyed Dan Ashcraft. The race got underway with Amateur Chris Crandall (KTM) taking the lead about two miles out. At the finish it was Crandall out-running everyone, followed by Rick Shumaker, Ashcraft and Charlie Inman.

The 250cc Beginner/Novice race was won by Bob Kenndy, with Alex Long coming in for second and Steve Knapp finishing third. First Beginner across the line was Jack Goodban.

At the start of the Open Amateur/Expert race it was Greg Thomas putting it to the big boys. Around the first lap it was Thomas leading with a very fast Terry Clark a couple of seconds back and pushing. Dan Smith and Bill Saltzman ran 3-4. Muff was the first Amateur around the course.

But on the final lap, it was Smith, this time properly signed up, taking the win with Thomas second. Clark got off somewhere on the course. Third went to Saltzman. Muff continued as first Amateur, and he was followed by Steve Zollinger and Vince Eyre.

The Open Novice race was a runaway for Best Shots' Jim Simpkins. He and the second place rider, #429, had a two-minute lead over the rest of the pack.

Two hundred sixty riders signed up for the two-day affair. Most thought the courses were great, and they were well-marked. There was one snafu when the Los Coyotes, who laid out the courses five months previously, discovered that the railroad had laid some new track, which crossed the course twice. There were freight cars being moved, so the club stationed people at the crossings. During the women's race on Saturday, an alert club member had to flag the women to a stop due to a train. Fortunately, he had the presence of mind to record their arrival times, and after the train had passed, they were allowed to proceed at the intervals with which they had been running. •

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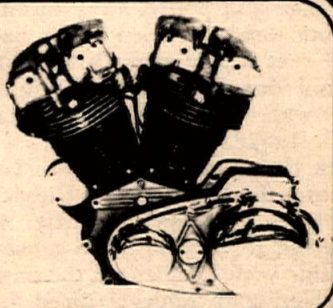

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Jim Odle leads CMC Carlsbad 250cc Pro winner Steve Banning.

Schlegel, Banning take CMC Carlsbad MX

By Myron Hemley

CARLSBAD, CA, JULY 12

After an exciting night at the Superbowl of Motocross, the participants were few at the Continental Moto-sports Clubs's Carlsbad MX, but the competition was still there.

It was Fritz Schlegel taking the overall win in the 125cc Pros. Schlegel got the holeshot with Ron Lechien, Jon Faure and Doug Dubach in pursuit. Dubach passed Faure for third on the first turn of the second lap. Lechien started making his move for the lead on the back side of the fourth lap. As Schlegel and Lechien went into a turn, Lechien slid out. That left him in third and moved Dubach into second. Schlegel took advantage and pulled away to an eight second lead. Lechien came back on the next lap to pass Dubach on the uphill for second. Schlegel finished the race with a 19-second lead over Lechien with Dubach third.

In the second moto it was Lechien getting the holeshot over Dubach and Schlegel. Schlegel quickly passed Dubach for second, then moved side by side with Lechien on the sixth lap. Lechien and Schlegel diced for the lead for two laps till Schlegel took over with a small lead. With four laps left Lechien moved back in front on the downhill. Then two laps later, Schlegel moved even with Lechien to battle for the lead. Schlegel moved into the lead on the uphill and held on to take the win and the overall.

In the 250cc Pros it was Bryan Maloney getting an early lead over Jim Odle and Steve Banning. By the fourth lap Maloney had an eight-second advantage over the rest of the field. The battle was now for second between Odle and Banning. Odle was able to hold second for the first eight laps, after many attempts by Banning with little success. On the ninth lap Banning moved even with Odle on the uphill. At the top Banning took the inside and went by. Once Banning got second place he was able to hold it all the way to the finish. Maloney ended with a 12-second lead with Odle in third.

The second moto started much like the first, with Maloney out in front, Banning second and Odle in third. This time Banning and Odle were keeping Maloney within passing distance for the lead.

At the end of the second lap Banning was making his move for the lead. Maloney came flying over Devil's Drop with Banning right on his tailpipe. Banning started to pull into the lead on the first turn of the third lap, but he slid out, keeping Maloney in first and letting Odle into second. Banning quickly moved back into second and by the eighth lap was once more dicing with Maloney for the lead. Both riders were going even up to the ledge; Maloney taking the outside and Banning on the inside. Both riders flew into the air trying to make the sharp right hand turn. But instead they collided in midair and came down hard. Odle passed both riders for the lead. Banning was off after Odle before the rest of the field was able to go by. Maloney wasn't so lucky, suffering small damage to his bike. Tim Theodore moved into third and Maloney was now back in sixth place with no hope of challenging for the lead.

Odle had a seven second lead over Banning with only six laps left. Banning was riding one to two seconds faster per lap than Odle per lap, and with two laps left, Banning was riding full throttle. The winner would get the overall. The one lap flag came out with Odle leading by only a bikelength. Banning would try to pass, and Odle would close him off. They went even up the uphill and into the turn, where once more Odle shut him off. Banning went WFO down the downhill and passed Odle going into the big berm at the bottom. Banning held his lead, taking the overall with a 2-1. Odle took second, and second overall. Tim Theodore finished the moto in third, but Maloney (1-6) took third overall.

Results

80 MINI INT: 1. Mike Gilmartin (Hon); 2. Jeff McCoy (Yam).
80 MINI JR: 1. Steve Karosa (Kaw); 2. David Lechner (Kaw); 3. John Levy (Suz).
125 PRO: 1. Fritz Schlegel (Suz); 2. Ron Lechien (Yam); 3. Doug Dubach (PX).
125 INT: 1. John Mueller (Suz); 2. Terrin Keeter (Yam); 3. Randy Carter (Yam).
125 JR: 1. Kevin Kotas (Suz); 2. Kevin Laird (Suz); 3. Matthias Nick (Yam).
250 PRO: 1. Steve Banning (Mai); 2. Jim Odle (Suz); 3. Bryan Maloney (Hon).
250 INT: 1. Chuck Brenkus (Suz); 2. Bob Caulfield (Yam); 3. Luis Martines (Hon).
250 JR: 1. Bob Willcox (Suz); 2. Eddy Stovin (Suz); 3. Ralph Peralta (Kaw).
500 PRO: 1. Steve Banning (Mai); 2. Brad Brown (Mai); 3. Dave Berger (Yam).
500 INT: 1. Nick Hartnol (Suz); 2. Alan Olson (Mai); 3. Frank LaVres (Yam).
500 JR: 1. Charles Ball (Yam); 2. Kent Griffin (Suz); 3. John Leuton (Yam).
VET JR: 1. Charles Ball (Yam); 2. Ron Lauble (Yam); 3. Carl Ellert (Kaw).
VET MASTER: 1. Alan Olson (Suz); 2. Pete Cunice (Hon); 3. Chuck Rouse (Hus).
VET OT: 1. Robert Berdyck (Mai).

Long races at DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, JULY 12

Because of a light turnout promoter Ed Michetti decided to give DeAnza riders a taste of extra long motos last week. The Pros and Intermediates were to go a full 20 laps while the rest of the sportsmen raced 10-lap motos. The usual race length for Pros is 15 laps while the Intermediates are accustomed to 10 lappers and the sportsmen usually do eight. While some riders felt it was too hot to do the extra time, most thought they were getting more for their money and the races went well.

Greg Zitterkopf destroyed the combined Pro class on his Advanced Cycle Yamaha. In fact, he lapped the entire field of Pros and Intermediates in the second moto. Round one saw Zitterkopf jump into the lead early with Mark Ellis (Kaw) in second ahead of Dan Paulson (Mai) and Rick Zobel (Suz). Roger Hensley was back in seventh on his Rosewood Suzuki, being the only 125cc on the start line. By the sixth lap Hensley had worked his way up to third behind Ellis. It took Hensley four more laps to move up to second, but by that time Zitterkopf was out of reach. Ellis later dropped out of the race, giving third to Zobel.

Zitterkopf again jumped out into the lead of moto two with Zobel in second. Hensley started again near the rear of the pack, but this time he ran into trouble right from the start. He finally dropped out on the sixth lap, leaving Zobel uncontested in second. Zobel made an effort to match Zitterkopf's pace early in the race, but soon slacked off and concentrated on his own race, but soon slacked off and concentrated on his own race. Cory Timms (Hus) fell in the first lap of the race, but remounted and finished third.

In the 125cc Intermediates, Ty Maddux of Yamaha of Pomona had to work for his win. He followed Jim Pearson (Suz) through the first race and was never able to quite get close enough to take the lead.

In the next race, however, Pearson got a poor start while Maddux wheelied away with the lead. It was Pearson this time who was unable to make the big pass, even though he did manage to catch up. Pearson fell in the late laps of the moto, letting Maddux cruise in for a relieved win.

Results

PEE WEE: 1. Jeff Knox (Suz); 2. Stacey Hasestley (Yam).
PEE WEE: 1. Adam Fitzgerald (Yam); 2. Chad Flora (Yam).
MINI BEG: 1. Ray Amey (Yam); 2. Jeff Bua (Yam); 3. Ray Chambers (Yam).
JR CYCLE: 1. Travis Hahn (Yam); 2. Chris Lowen (Yam).
MINI NOV: 1. Ramon Dominguez (Yam); 2. Lance Gorton (Kaw); 3. Mike Fitzgerald (Yam).
MINI INT: 1. Jimmy Palmer (Yam); 2. Mike Roberts (Yam).
125 BEG: 1. Pedro Romero (Suz); 2. Marlow Arana (Hon); 3. Chip Barstow (Hon).
125 NOV: 1. Mike Mahurin (Yam); 2. Chuck Wheeler (Suz); 3. Craig Bua (Suz).
125 INT: 1. Ty Maddux (Yam); 2. Jimmy Pearson (Suz).
250 BEG: 1. Danny Morales (Yam); 2. Mike Mason (KTM); 3. Scott Sewell (Hon).
250 NOV: 1. Ian McCafferty (Yam); 2. Joe Zoller (KTM); 3. Sidney Woods (Yam).
250 INT: 1. Ron Lawson (Suz); 2. Tim Walker (Yam); 3. Gordy Metzger (Hon).
OPEN INT: 1. Mike Said (Mai); 2. Don Stanley (Yam).
PRO: 1. Greg Zitterkopf (Yam); 2. Rick Zobel (Suz); 3. Corey Timms (Hus).
SR VETS: 1. Rick Watson (KTM); 2. Chuck Minert (BSA).
INT VETS: 1. Jack McCafferty (Yam); 2. Cliff Stevens (Yam).
JR VETS: 1. Sam Castro (Yam); 2. Bill Zoller (KTM); 3. Michael Knox (Hus).

Big Mac attack at Corona MX

By Ron Lawson

CORONA, CA, JULY 10

As the daytime weather gets hotter, southern California's motocrossers are turning to night racing in increasing numbers. The 250cc Pro class at Corona Raceway last Friday was a solid class, but it was still Eric MacCracken who took the win for Malcolm Smith.

In the first moto, however, it was Troy Lee who jumped into the lead with Scott Wilkinson (Yam), Don Griewe (Mai) and Phil Thorstensen (Suz) following. MacCracken was back in fifth at the end of the first lap. Lee and his Pro Circuit Husky led the tight pack throughout the moto, first dealing with pressure from Wilkinson, then from MacCracken, who put himself in second by the fourth lap. Griewe also moved up, finishing third at the moto's end.

Moto two once again saw Lee on top of the first lap, but this time MacCracken was right on his tail. On the second lap MacCracken took the lead and then carried it home. Lee held on to second while Griewe struggled with brake troubles to stay in third. Fourth overall went to Thorstensen while Jeff Prieur (Yam) rounded out the top five in the overall standings.

In the Mini Expert and Intermediate classes it was a battle of the Green teammates. Scott Brown (Kaw) won the first round by a strong margin in the Expert class. Behind him was the top Intermediate, Chris Taylor, also mounted on a Kawasaki. Second Intermediate was yet another green rider, William Surratt, and behind him was the second place Expert, Doug Harrington and the third place Intermediate, Danny Cantley, all riding Kaws.

In the next moto, the Expert results were the same but another Kawasaki snuck into the top of the Intermediate class with Keith Turpin getting second behind Taylor.

Rick Rodgers ran a perfect race in the 125cc Pro class. He and his Riverside Suzuki took both motos ahead of T.H.C. Factory's Rick Atkins (Yam)

and David Burge (Yam). His performance was duplicated in the Open Novice class by Robin Busse (Yam) who also went home with a double moto win. Finishing second was Jerry Whelchel (Suz) over Rick Bealer (Suz).

Results

MINI BEG: 1. Marty Mora (Yam); 2. Wes Oliver (Yam); 3. Juan Barreto (Yam).
MINI BEG: 1. Dave Rogalia (Yam); 2. Alex Mansfield (Yam); 3. Derric Swinford (Suz).
MINI NOV: 1. Shawn Davidson (Kaw); 2. Steve Gamble (Yam); 3. Greg Flanagan (Kaw).
MINI INT: 1. Chris Taylor (Kaw); 2. William Surratt (Kaw); 3. Danny Wawrzyniak (Yam).
MINI EX: 1. Scott Brown (Kaw); 2. Doug Harrington (Kaw); 3. Ed Gauley (Amx).
125 BEG: 1. Bid Brooks (Hon); 2. Dan Hieks (Yam); 3. Jim Miller (Yam).
125 BEG: 1. Eddie Castaneda (Suz); 2. Bill Hansen (Yam); 3. Janet Grisham (Hon).
125 NOV: 1. Nick Fava (Suz); 2. Jerry Forde (Yam); 3. Tony Rodriguez (Suz).
125 INT: 1. Chris Heinrich (Suz); 2. Greg Bender (Yam); 3. Bruce Harerow (Suz).
125 PRO: 1. Rick Rodgers (Suz); 2. Rick Atkins (Yam); 3. David Burge (Yam).
250 BEG: 1. Craig Lanphier (Hon); 2. Ray Groom (Hon); 3. Mark Durham (Yam).
250 BEG: 1. Simon Alvardo (Mai); 2. Larry Cravens (Yam); 3. Glenn Brgant (Hon).
250 NOV: 1. Al King (Yam); 2. Ken Popplewell (Kaw); 3. Dino Provenghi (Hon).
250 INT: 1. David Neal (Hon); 2. Troy Matthews (Yam); 3. Rick Hoffman (Hon).
250 PRO: 1. Eric MacCracken (Yam); 2. Troy Lee (Hus); 3. Don Griewe (Mai).
OPEN PRO: 1. Scott Pangburn (Yam); 2. Steve Willis (Yam); 3. Mark Diotte (Suz).
OPEN NOV: 1. Robin Busse (Yam); 2. Jerry Whelchel (Suz); 3. Rick Braler (Suz).
OPEN INT: 1. Gary Sherohman (Yam); 2. Dean Wilkinson (Yam); 3. Mike Burnett (Mai).

Combs carves up OCIR MX

By Steven Crosby

IRVINE, CA, JULY 9

Many racers took the Thursday before the Superbowl of Motocross as an opportunity to tune up on the tight stadium sytle track at Orange County International Raceway. Several out of state racers showed up to try their hand against the local hotshoes. Tony Gomez topped the 125cc Pro ranks while Fred Combs took home the most cash by winning the 250cc Pro class.

John Lambert from Metropolitan Yamaha in Missouri grabbed the holeshot in the first 250cc Pro moto and held off the locals for half a lap. In the hairpin Fred Combs zipped by Lambert and then just before the pack entered the whoop-de-doos, Greg Zitterkopf blasted by Combs. In the next couple of laps Zitterkopf and Combs pulled away from everyone else. Zitterkopf maintained a two second lead over Combs. Behind them Dave Eropkin was third and Wayne Reid, who had a miserable start, worked his way up to sixth. On the fourth lap out of the whoop-de-doos, Rick Zobel got out of shape and went wide, forcing a couple of riders to go outside of him. Reid seized this opportunity, went low and was in fourth. As the white flag came out Reid went inside of Eropkin with a fine move right at the finish line and took over third. Zitterkopf took the win, Combs was second with Reid third.

Eropkin took the holeshot with his Suzuki West RM in the second moto with Combs close behind. Zitterkopf had a poor start and began in eighth place. but he quickly moved through traffic and was in fourth by the end of the first lap. On the second lap Zitterkopf caught Bill Boyer for third, but as they came by the finish line, Zitterkopf spun out and lost two spots. Greg was up quickly and continued to play catch-up. In the tight hairpin right in front of the stands, Zitterkopf missed his brake and went down among the mumbled obscentities of the other riders who became involved. By this time Combs had passed Eropkin for the lead and was pulling away. Reid started in the middle of the pack this moto and waited until the halfway point to make some moves. He caught Lambert on lap five, Boyer on lap six, but he couldn't get close enough to Eropkin to try to get around him. Combs took the overall win for sponsor Advanced Cycle. Eropkin's 4-2 tally was second. Reid had a 3-3 score with Zitterkopf at a 1-5.

One of the closest and possibly most vicious battles in quite awhile developed in 125cc Intermediates. Bill Thiebert has had a great year out at OCIR. Taylor Marcell returned to the wars last week and came out on top. This week was the rematch. Thiebert took the holeshot in the first moto with Chris Heinrich second. By the time they went over the big jump Marcell was third. On the third lap Marcell moved into second and began to close in on Thiebert. With three laps left Marcell pulled alongside Thiebert at the finish, stayed with him and completed the pass three turns, one hill and one jump later. It was that tight. Thiebert took the lead back on the same lap. Marcell tried to pass again the same way but Thiebert had learned and held him off. On the last lap in the back part of the track, Marcell left the throttle wide open through two turns and blasted by. Thiebert did likewise over a whoop to a tight left hand turn and forced Marcell far outside as he tagged Marcell's back with his handlebar. Thiebert took the win.

It's hard to describe all the contact those two did in the first moto. It was a lot like basketball, it doesn't seem to be as physical as it is. In the second moto Thiebert blasted ahead out of the gate. Heinrich was second again. Marcell was back in the pack but third by the end of the lap. Heinrich remembered how Marcell got by the first time and held him off for four laps. Marcell just reversed tactics and surprised Heinrich a bit when he went inside right by the finish line. Thiebert was well in front but approaching his nemisis, slower traffic. Marcell cut the gap to nothing in one lap. As the white flag was coming out Marcell went low at the finish line, Thiebert got tagged by someone in traffic and went down. He was up quickly but couldn't catch Marcell with so little time left. Round three to follow.

Results

60 BEG: 1. Jeff Long (Yam).
60 NOV: 1. Jason Collier (Yam); 2. Lenny Guyett (Yam).
60 INT: 1. Matt Foster (Yam).
60 EX: 1. Jeff Emig (Yam).
80 BEG DIV I: 1. Jeff Davis (Yam); 2. Jon Moerke (Suz); 3. Kenny Collier (Yam).
80 BEG DIV II: 1. Juan Barreto (Yam); 2. Jim Nelson (Yam); 3. Craig Ostrander (Yam).
80 NOV: 1. Pete Loncaravich (Kaw); 2. Thomas Combs (Suz); 3. Gary Morton (Suz).
80 INT: 1. Dan Hovis (Yam); 2. Bryan Emig (Yam); 3. Richie Hovis (Yam).
XR-75s: 1. John Bonacci (Hon); 2. Richie Shaw (Hon); 3. Larry Bonacci (Hon).
100s: 1. Danny Garcia (Yam); 2. Allen Dombroski (Suz).
125 BEG DIV I: 1. Craig Gardner (Yam); 2. Mike Ponzio (Suz); 3. Russ Lloyd (Yam).
125 BEG DIV II: 1. Ron Convery (Yam); 2. Lars Gottfridsson (Suz); 3. Brad Castle (Suz).
125 BEG DIV III: 1. Lonnie Livingston (Suz); 2. Dave Johnson (Yam); 3. Johnny Haddad (Yam).
125 NOV: 1. Paul Pontius (Suz); 2. Rob Trone (Yam); 3. Tom Tiernan (Mai).
125 INT: 1. Bill Thiebert (Suz); 2. Taylor Marcell (Kaw); 3. Chris Heinrich (Suz).
125 PRO: 1. Tony Gomez (Suz); 2. Micky Dymond (Yam); 3. Randy Skinner (Suz).
250 BEG DIV I: 1. Larry Cravens (Yam); 2. Jerry Bsrdiau (Yam); 3. Richard Long (Yam).
250 BEG DIV II: 1. Dave Jones (Yam); 2. Dean Manuel (Yam); 3. Mike Capulli (Yam).
250 NOV: 1. Rick Nabors (Hon); 2. William Kelly (Yam); 3. Craig Manchester (Yam).
250 INT: 1. Bruce Deacon (Yam); 2. Brent Shermak (Hon); 3. Dan McLeod (Yam).
250 PRO: 1. Fred Combs (Yam); 2. Dave Eropkin (Suz); 3. Wayne Reid (Yam).
OPEN BEG: 1. Don Chalmers (Yam); 2. Kevin Ellis (Yam); 3. Tom Libke (Kaw).
OPEN NOV: 1. Merk Hall (Yam); 2. Kenny Guyett (Yam); 3. Rich Sowma (Yam).
OPEN INT: 1. Gary Gonzales (Mai); 2. Dean Adkins (Suz); 3. Gary Sheroman (Yam).
OPEN PRO: 1. Greg Zitterkopf (Yam); 2. Scott Cavness (Suz).

Four way split for dough at Corona TT/HM

By Elaine Jones

CORONA, CA, JULY 8

Another summertime night made for ideal racing weather and the Corona Raceway spectators were not disappointed, especially in the Money races.

Curtis Cannon started things off in the 250cc Money TT. Cannon got a super start which put him in the front of the field, a spot he was not to relinquish. Jimmy Rosa was off in second and held off Randy Bird and Mike Kirby until the third lap when Bird made a slick pass that took him from fourth to second. Unfortunately, three laps later his bike went sour and Bird was out of it. This time Rosa made his second place more secure and held held off Kirby.

The Open Money TT saw a restart when Rich Volk and Pete Hames went down in separate turns. When the flag dropped the second time Volk was ready and jumped out to a commanding lead with Jeff Johnson second, Hames third and Jimmy Snow fourth. Hames was the first to drop by the wayside with bike problems, leaving Volk and Johnson to battle it out. Johnson is a good catch-up rider but Volk had the track wired and he had to settle for second with Snow third.

Hames had the 250cc Money half mile in his hip pocket as he drilled the start with his feet on the pegs style and was gone. Mike Kirby got off second but lost it to Jimmy Rosa on the third lap. Terry Singleton tried to get within striking distance but the top three had put the lock on their positions and held off all comers. At the flag it was Hames, Rosa and Kirby.

The Open Money half mile was a battle of the giants. It was Hames and Johnson in a drag race off the line with Johnson getting the edge. As they dove into turn three Hames attempted to get under Johnson but Johnson held it on a little bit longer and maintained control of the situation. Rich Volk was stalking Hames, knowing that he was getting tired after running the two previous races without a rest. Hames hung in there for the second with Volk third, Keith Guthery fourth and Jimmy Snow fifth.

Hames let Keith Guthery lead the Open Expert half mile for one lap before taking over and showing the guys the way home. Jimmy Snow, who had won the TT, settled for third.

Dan Kane battled Robert Little for the Open Amateur half mile title. Little got the edge at the start and held Kane off until the fourth lap when bike problems took him out. Tom Ferguson gladly took over the second with Don Meiner third. Little had much better luck on the TT where he topped Meiner and Kane.

Don Griewe, more at home on a motocross course than a flat track, gave more than a good accounting of himself as he won the 250cc Amateur/Expert TT. John Barricklow came back after a bad start, passing Derrick Van and Bobby Beer to collect the silver with Beer third.

Berr and Van went 1-2 in the 250cc Amateur half mile. It was Van's first outing as an Amateur and he proved he was ready for the move up. Griewe was third.

Billy McKinney and Jason Bell captured double wins in the minis and 125s respectively.

Results

TT
MINI: 1. Billy McKinney (Yam); 2. Danny Grigg (Yam).
125: 1. Jason Bell (Yam); 2. Dennis Turner (Yam); 3. Brian Runyan (Yam).
250 NOV: 1. Bob Gabler (Yam); 2. Jim Stentz (Yam); 3. Ken Brown (Yam).
250 AM/EX: 1. Don Griewe (Mai); 2. John Barricklow (Yam); 3. Bobby Beer (Yam).
OPEN NOV: 1. Kent Miller (Yam); 2. Gary Haynes (BSA); 3. Allen Knowles (Tri).
OPEN AM: 1. Robert Little (Yam); 2. Don Meiner (Yam); 3. Dan Kane (Yam).
OPEN EX: 1. Jimmy Snow (Yam); 2. Keith Guthery (Yam); 3. Bob Bell (Tri).
250 MONEY: 1. Curtis Cannon (Yam); 2. Jim Rosa (Yam); 3. Mike Kirby (Yam).
OPEN MONEY: 1. Rich Volk (Tri); 2. Jeff Johnson (H-D); 3. Jimmy Snow (Yam).
HALF MILE
MINI: 1. Billy McKinney (Yam); 2. Danny Grigg (Yam).
125: 1. Jason Bell (Yam); 2. Brian Runyan (Yam); 3. Rex Wessels (Yam).
250 NOV: 1. Jeff Contreras (Bul); 2. Jim Stentz (Yam); 3. Ken Brown (Yam).
250 AM: 1. Bobby Beer (Yam); 2. Derrick Van (Yam); 3. Don Griewe (Mai).
250 EX: 1. Terry Singleton (Yam); 2. Keith Guthery (Yam); 3. Bruce Nordstrom (Yam).
OPEN NOV: 1. George Huebner (Yam); 2. Barry Bialac (Yam); 3. Gary Haynes (BSA).
OPEN AM: 1. Dan Kane (Yam); 2. Tom Ferguson (Yam); 3. Don Meiner (Yam).
OPEN EX: 1. Pete Hames (H-D); 2. Keith Guthery (Yam); 3. Jimmy Snow (Yam).
250 MONEY: 1. Pete Hames (Kaw); 2. Jim Rosa (Yam); 3. Mike Kirby (Yam).
OPEN MONEY: 1. Jeff Johnson (Hon); 2. Pete Hames (H-D); 3. Rich Volk (Tri).

Maloney masters Speedway 117 MX

By Myron Hemley

CHULA VISTA, CA, JULY 8

Honda rider Bryan Maloney came out ahead in a close battle with Yamaha pilot Woody Carlson in the 250cc Pro class at Speedway 117's weekly Wednesday night motocross. Maloney and Carlson split moto wins, and the decision went in Maloney's favor when he won the tie-breaking second moto.

It was Maloney getting an early lead over Carlson, David Hammond and Tim Lunde. Maloney and Carlson started to pull away with four second lead. On the fourth lap Carlson started making his move on Maloney. They went side by side into the Coca-Cola Tornado and over the KPRI double jump, and Carlson took over the lead on the back side of the track. With two laps left, Lunde moved past Hammond into third. On the last lap Maloney made his move for the lead. Carlson had a bike's lead going into the Tornado, but only inches when they came out. However, Carlson shut off Maloney on the last turn to get the win. Maloney was second with Lunde third and Hammond fourth.

In the second moto it was Carlson getting the holeshot, followed by Maloney, Lunde and Hammond. Maloney took over the lead halfway through the first lap, and started moving out fast. On the fifth lap, Lunde made his move to take over second. Half a lap later Lunde slid out and dropped back to fourth. Hammond and Carlson were dicing for second, and as Hammond would make a move to pass, Carlson would close the door. Lunde moved back to challenge Carlson and Hammond for second. With one lap to go Lunde passed Hammond for third. He charged for second but it was too late and Carlson took the flag. Maloney took first with an eight-second lead.

Results

MINI JR: 1. Ramon Dominguez (Yam); 2. Luis Martinez (Kaw); 3. Joey Davis (Yam).
MINI INT: 1. Mike Gilmartin (Hon).
125 JR I: 1. Kevin Kotas (Suz); 2. Keith Graig (Yam); 3. Greg Gersica (Yam).
125 JR II: 1. Roger Hayes (Hon); 2. Fernando Cintora (Suz); 3. Mark Scott (Yam).
125 INT: 1. Terry Murray (Suz); 2. David Capehart (Kaw); 3. Mitch Palmer (Suz).

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Two riders dice hard at CRC's Indian Dunes motocross.

125 PRO: 1. Jon Faure (Hon); 2. Scott Meyer (Suz); 3. Rick Maki (Suz).
250 JR: 1. David Hoffelder (Yam); 2. Fernando Williss (Yam); 3. Edward Stovin (Suz).
250 INT: 1. Clint Burger (Yam); 2. Bob Caufield.
250 PRO: 1. Bryan Maloney (Hon); 2. Woody Carlson (Yam); 3. Tim Lunde (Yam).
500 JR: 1. Guy Shidner (Yam); 2. Bob White (Mai); 3. Monte Lutz (Yam).
500 INT: 1. Tom Browne (Yam); 2. Ric Mahlmeister (Yam); 3. Bob Browne (Yam).
500 PRO: 1. David Gerig (Hus).
ATC OPEN: 1. Dean Sundahl (Hon); 2. Mark Wexeldorfer (Hon); 3. Bob Gillam (Hon).

Red firecracker hits CRC Indian Dunes MX

By Lee Taylor

VALENCIA, CA, JULY 5

Donnie Hansen, propelled by a red hot firecracker of a Honda, exploded off the line in both the 250cc and Open Pro races at Indian Dunes, racking up straight aces and giving the California Racing Club fans something to cheer about.

The 250cc Pro contest was a sizzler. The duel that went down between Hansen and Yamaha-sponsored Jim Holley the first time around, had more action than all the old Hollywood westerns put together. Four times they exchanged command. Holley was desperate and tried every trick known to mankind, plus two, to shake Hansen and maintain the lead. Hansen finally slipped a wheel under Holley and made his getaway. Throughout this madness, Peter Snorteland, his foot still sore and swollen from surgery, put his DG Yamaha trhough its paces. Running third, Snorteland was closing on Holley and fighting to hold off Tim Locey in fourth. Locey's Yamaha was hot and managed a take-over of third and a charge at Holley by moto's end. Hansen led the way across the finish line, Holley was there for second and Locey protected third.

The second round of action for the 250cc Pros was a ride in the country compared to their first encounter. Hansen grabbed the holeshot with Snorteland riding shotgun, Eric Buskirk in third, Track 'N Travel Maico-mounted Ed Arnet in fourth, and Holley rounding out the top five.

Buskirk and Holley found themselves locked into a wheel-clashing duel until Holley flat-tracked his way through one of the loops to take over third. Hansen was having a superb ride, flying 30 feet off the jumps and setting up a 19-second lead over Snorteland.

When the checkered flag waved them home, Hansen took down top money for the day, second place loot went to Holley with a 2-3 finish and Snorteland took third overall with a 4-2 tally.

When the Open Pros blasted off for their first moto, Snorteland's Yamaha led the way. Hansen's Honda was running second and moving in for the kill. Hansen slipped into the lead, bringing with him Tracy Oswell and Locey. Snorteland was now in fourth and rounding out the top five was Bob Schulz, piloting a Yamaha for Richter.

Schulz found a dice for fifth on his hands with Bill Hagen, riding for International Yamaha, that carried both men down to the last lap.

With two laps to go, Oswell found himself snared by banners. In the process of unwinding himself, Locey scooted on by, holding Oswell to third and Snorteland to fourth until moto's end.

When the big bore machines roared to life for their second round, Snorteland once more led the way with Oswell on his tail and Hansen one bikelength behind Oswell. With Locey in fourth, action was hot and furious for the lead. Hansen flat-tracked his way around Oswell in one of the sand loops and went after Snorteland. In fourth, Locey kept making passing bids at Oswell but always got the door slammed in his face.

Hansen had a magical line all his own which propelled him ahead of Snorteland and into command, soon setting up a healthy lead over Snorteland. Locey was slowing down in the sweepers, his bike heading south, leaving him no choice but to limp back to the pits, a disappointing end to a beautiful ride.

When the finish line loomed into sight, Hansen zoomed across for top honors, and snorteland claimed second place loot. Oswell picked up third place money and Schulz finished the day with a fourth overall.

Results

60 NOV: 1. Alvin Mathews (Yam).
60 INT: 1. Paul Matthews (Yam).
80 BEG: 1. Gary Yoshino (Suz); 2. Pete Peterson (Yam); 3. Lance Homer (Suz).
80 NOV: 1. Jon Hughlett (Suz); 2. Larry Turner (Kaw); 3. Chris Cole (Suz).
80 INT: 1. Tony Alessi (Yam); 2. Trey McFarland (Yam); 3. Ronnie Densford.
100 BEG: 1. Jim Tatone (Suz); 2. Steve Corteville (Suz).
100 NOV: 1. Greg Gest.
125 BEG: 1. Trey McFarland (Yam); 2. Dave Couch (Suz); 3. Andy Stix (Yam).
125 NOV: 1. Sammy Avoian (Suz); 2. Rick Palladino (Yam); 3. Jim Turner (Yam).
125 INT: 1. Kenny Aitken (Suz); 2. Zoli Meszaros (Suz); 3. Jim Hartman (Suz).
125 PRO: 1. Jim Stanford (Yam); 2. John Drury (Yam); 3. Robert Laughlin (Suz).
250 BEG: 1. Jeff Aubery (Hon); 2. Brad Halfon (Yam); 3. Bob Cummins (Hon).
250 NOV: 1. Tony Rodriguez (Yam); 2. Mike Watson (Hon); 3. Tony Barbacovi (Yam).
250 INT: 1. Richard Ising (Yam); 2. Joe Bauer (Suz); 3. Rocky Hash (Yam).
250 PRO; 1. Donnie Hansen (Hon); 2. Jim Holley (Yam); 3. Peter Snorteland (Yam).
OPEN BEG: 1. Victor M. Bonilla (Suz).
OPEN NOV: 1. Garrie Turcotte (Yam); 2. Jim Carter (Yam).
OPEN INT: 1. Rocky Hash (Yam); 2. Fred Hudgens (Suz); 3. Jeff Matthews (Yam).
OPEN PRO: 1. Donnie Hansen (Hon); 2. Peter Snorteland (Yam); 3. Tracy Oswell.
VET INT: 1. Ron Cole (Mai); 2. Jerry Johnson (Yam); 3. "Too Tall" Tim (Suz).
VET SR: 1. Jim O'Neal; 2. Duane Brown (Suz); 3. Joe Brown (Suz).

Kerz, Manning master CRC Arroyo MX

By Terry Rezek

SAN BERNARDINO, CA, JULY 5

Action returned to Arroyo Cycle Park with the running of the California Racing Club's last L.A. Coliseum Qualifier. By the time this sees print, the first amateur event in the Coliseum in four years will be history. Some of the hundreds of riders who wanted to be part of that history took on the challenging Arroyo course today in an effort to go from the natural green amphitheatre of Arroyo to the concrete Coliseum canyons.

In the combined 100s and 125cc Beginner classes, Jerry Anker was easy to spot as his pumpkin-colored flight suit was always at the lead of the 100s and in the win column with first 100cc for the day. The good-sized field of 125cc Beginners saw more action — or at least more position changing. Jon Barrick got the holeshot but Ted Corots got by him soon after the first turn and led for the first two laps. On lap three, Bobby Garabedian nipped Corots and took off for the finish line. Glenn Clark also took off for that line and wanted to get there enough to slip by Garabedian on the next lap. Garabedian pressured Clark but the hoped for break didn't come and Clark took the win with Garabedian second.

Garabedian decided to make his move sooner in moto two, and broke into the lead on the second lap. Clark knew a second would cost him the overall and began to battle his way up from back in the pack. By the white flag lap, he was really putting the squeeze on Garabedian, and just seconds before the checkered, managed to slip past for the moto win and first overall.

The Open Intermediates took off so fast that I couldn't tell who had the advantage off the start, but Greg Draskovich literally jumped his Maico into the lead with a spectacular pass right at the scoring booth. He was followed tightly by Bob Casper and Dan Glover. Casper moved even closer and began wearing the knobs off Draskovich's rear tire faster than the track was. On lap six, Casper got by and hung in there for the win. Shortly after the white flag, Mike Burnett also slipped past Draskovich for second.

Draskovich leaped into the lead right off the start and held it for

almost three laps. Casper got by again and started pulling away for the win. Dean Adkins moved up to challenge Draskovich and eventually get by for second. That was also the order of the overall positions: Casper, Adkins and Draskovich.

A lot of heavy action characterized the combined 125cc and Open Pro event. Bill Olsen, Mark Ellis and Eric MacCracken came around leading the pack at the end of the first lap. Bob Kerz got in front of MacCracken briefly but Mac got back and went right up and past Ellis to challenge Olsen. By the end of lap two, MacCracken was really leaning on Olsen and the pressure worked on the next lap and MacCracken came around in first. He began a furious ride to stretch out his lead.

MacCracken has been plagued by a series of misfortunes at this track and it was beginning to look as if he finally had them whipped. It was not to happen today. Immediately after receiving the halfway sign from the finish flagger, MacCracken went down hard, wrenching his knee and putting him out for the day. Olsen jumped back into the lead, only to be passed a half lap later by Ellis who went on for the win. While all this was going on, Chris Swank got by holeshooter Rich Collins on the first lap to lead the 125s. By moto's end, Swank not only won the 125cc class, but had moved up to second overall behind Olsen.

Tom Browne led the Open Pros in moto two from the start to lap seven without much trouble, but when trouble came, it came hard. Browne went down and almost everyone scampered past. He finally got up and by the end of the race had worked his way back to second behind the leader and eventual winner, Bob Kerz. Kerz was also the overall winner for the day and Browne was second. Chris Swank again ran away from the rest of the one-two-fives to make it a clean sweep.

The first moto of the 250cc Pros consisted of Troy Manning being chased by Richard Bunch for 10 laps. Usually they were so close together, it looked like they were tied, but Bunch could not cut the cord and get past.

At the drop of the gate in moto two, Bunch was off first and it looked like he had the holeshot. Manning came up crazy fast on the inside and skidded around the turn first. From there on it was a repeat of moto one, the two Yamahas of Manning and Bunch pushing each other out ahead of everyone else. The only one who could even keep the two yellow bikes in sight was Dave Hammond and his Kawasaki. Hammond took third in both motos and for the day.

Results

60cc INT: 1. John Howell (Yam).
80cc BEG: 1. Thayne Zito (Yam); 2. Mike McNeal (Yam); 3. Bob Headworth (Yam).
80cc NOV: 1. Steve Gamble (Yam).
80cc INT: 1. Jeff Barbacovi (Yam); 2. Mike Young Jr. (Yam); 3. Mike Roberts (Yam).
80cc EX: 1. Rodney Phelps (Yam); 2. Tim Nash (Yam).
100cc BEG: 1. Steve Jensen (Suz); 2. Drew Castro (Yam); 3. Jason Davenport (Suz).
100cc INT: 1. Mark Davenport (Suz).
100cc EX: 1. Jerry Anker (Yam).
125 BEG: 1. Glenn Clark (Yam); 2. Bobby Garabedian (Suz); 3. David Hollenkamp (Yam).
125 NOV: 1. Brad McLennan (Yam); 2. Brad Fay (Hon); 3. Steve Watson (Yam).
125 INT: 1. Donnie Sigrist (Suz); 2. Rino Navera (Yam); 3. Mark Horton (Yam).
125 PRO: 1. Chris Swank (Suz); 2. John Langhammer (Yam); 3. Rich Collins (Suz).
250 BEG: 1. Steve Paris (Hon); 2. John Bacarella (Hon).
250 NOV: 1. Jim Vermillion (Yam); 2. Vince D. Piazza (Suz); 3. George Baker (Kaw).
250 INT: 1. Steve Pfaff (Yam); 2. Scott Bock (Hon); 3. Jeff Clark (Suz).
250 PRO: 1. Troy Manning (Yam); 2. Richard Bunch (Yam).
OPEN BEG: 1. Keith Van Stratten (Yam); 2. Howard Lobel (Mai).
OPEN NOV: 1. Phil Davy (Mai); 2. Ruben Falcon (Yam); 3. Ray Pisarski (Suz).

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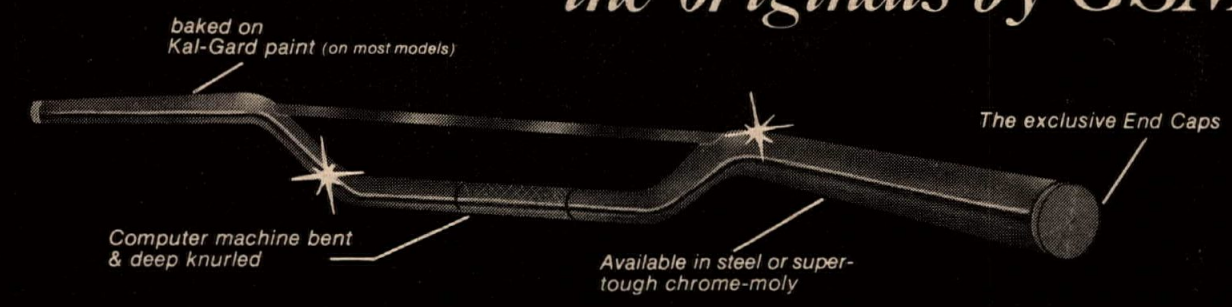

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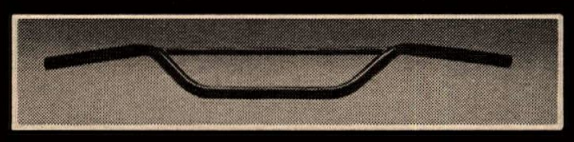

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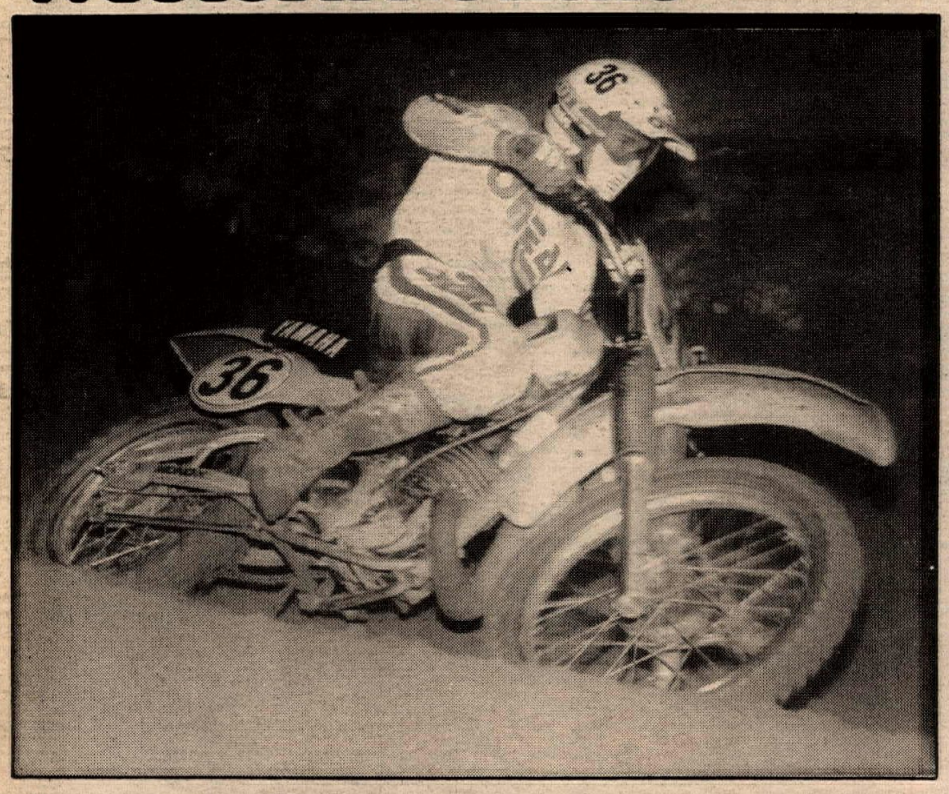

Jim Holley won the 250cc Pro class at CMC Ascot.

OPEN INT: 1. Bob Casper (Yam); 2. Dean Adkins (Suz); 3. Greg Draskovich (Mai).
OPEN PRO: 1. Bob Kerz (Yam); 2. Tom Browne (Yam); 3. Mark Ellis (Kaw).
VET JR: 1. Roland Thompson (Yam); 2. Sam Castro (Yam); 3. Tom Sawyer (Yam).
VET INT: 1. Tim Fitzpatrick (Suz); 2. Bob Barr (Yam); 3. Dino M. (KTM).
VET EX: 1. Dan Moore (Mai); 2. Bob Crosta (Suz).

AME opens Summer Series at Indian Dunes

By Laura Richard
VALENCIA, CA, JULY 3

Tonight marked the first round of the annual American Motocross Enterprises Friday night Summer Series. This year there is over $20,000 in prizes and contingencies for the racers, and round one proved to be a big success with over 250 riders turning out.

The 125cc Pro race saw BG Oil/Suzuki of Ventura rider Robert Laughlin off first, followed by Simi Cycle Yamaha mounted John Drury and Crossroads Suzuki-mounted Jim Sendelbach. Jack Greenberg, riding in his first Pro race, rounded out the top four. Sendelbach overtook Drury to take over second.

Round two again saw Laughlin taking the lead from the start followed by Drury. This time around, Drury was able to take over the lead, dropping Laughlin into second with third being filled by Sendelbach. The overall win went to Laughlin with Drury taking second and third going to Sendlebach.

In the 250cc Pro race it was back to back wins for Yamaha support rider Jim Holley. Van Nuys Yamaha's Russ Wageman took the first moto lead followed by Holley and O'Neal Suzuki rider Ken Zahrt. Holley got around Wageman to take the first moto win.

Round two saw Holley running in the lead followed by Zahrt and BG Oil Honda-mounted David Lynch. The overall was Holley's with second being filled by Zahrt and third going to Lynch.

In the Open Pro race it was all Kern Sports Cycle Husky rider Greg Torgerson with back to back wins. Second for the night went to O'Neal KTM rider Ron Haase and third was filled by Foothill Yamaha's Joe Root.

Watch for the next series race to be held at Indian Dunes. There are still a lot of great prizes to be given away nightly and to the overall winners at the end of the series, which lasts for six races. Some of the great sponsors for the series are Stadium Motorsports (who donated Superbowl tickets), Collins Food (who donated steak dinners at the Sizzler restaurants), Universal Studio Tours, Barnett Tool and Engineering, Russ Darnell Motocross Schools, Circle Industries, Duckworth Chain, Trac-Pro, Mikuni American and Kal-Gard. These are just a few of the many people who are helping us out.

Results

125 PRO: 1. Robert Laughlin (Suz); 2. John Drury (Yam); 3. Jim Sendelbach (Suz).
250 PRO: 1. Jim Holley (Yam); 2. Ken Zahrt (Suz); 3. David Lynch (Hon).
500 PRO: 1. Greg Torgerson (Hus); 2. Ron Haase (KTM); 3. Joe Root (Yam).
125 INT: 1. Jon Alexander (Yam); 2. Tony Pulliam (Yam); 3. John Spar (Yam).
250 INT: 1. Kenny Parry (Yam); 2. Chuck Penny, Jr. (Suz); 3. Rocky Hash (Yam).
500 INT: 1. Adam Ford (Suz); 2. Eric Dattola (Yam); 3. Fred Hudgens (Suz).
125 JR DIV I: 1. Richie James (Suz); 2. Dave Couch (Suz); 3. Steve Parry (Yam).
125 JR DIV II: 1. Eric Geesen (Hon); 2. Ben Wageman (Suz); 3. Peter Csulak (Suz).
125 JR DIV III: 1. Keith Nash (Suz); 2. Tony Tena (Kaw); 3. Brennan Lambert (Yam).
250 JR: 1. Eddie Hatch (Hon); 2. Robert Megdal (Hon); 3. Mike Raschke (Yam).
500 JR: 1. John Nolind (Mai); 2. Rodger Williams (Hon); 3. Brian Gardner (Yam).
VET EX: 1. Joe Brown (Suz); 2. Bob Dunham (Yam); 3. David Rogers (Hus).
VET JR: 1. Kent Shepard (Suz); 2. Richard Alexander (Yam); 3. Keith Phillips (Yam).
100 JR: 1. Jim Spotts (Suz); 2. Mike Hughes (Suz); 3. Richard Lloyd (Suz).
83 MINI EX: 1. Steve Van Duzen (Yam).
83 MINI JR: 1. Kevin Hall (Yam); 2. Chris Cole (Suz); 3. Craig White (Yam).
61 JR CYCLE INT: 1. Paul Mathews (Yam); 2. Kayle Johnson (Suz).
61 JR CYCLE JR: 1. Alvin Matthews (Yam).
ODYSSEY I-III: 1. Todd Carmody (Hon); 2. Jim Burchard (Hon); 3. Jerry McAuliffe (Hon).
125 BEG DIV I: 1. Frank Aiello (Suz); 2. Chris St. Marie (Yam); 3. Bob Ledesma (Yam).
125 BEG DIV II: 1. Mark Gonzales (Hon); 2. Gary Garner (Yam); 3. Dale Hooker (Yam).
250 BEG: 1. Corbin Lambert (Hon); 2. Larry Brown (Hon); 3. Jeff Aubery (Hon).
500 BEG: 1. Clayton Hall (Yam); 2. Darren Schmidt (Yam); 3. Bob Boyd (Suz).

New rider takes AME night minicross

By Tom Corley
VALENCIA, CA, JULY 3

Lately several new riders have joined in with the weekly riders to spice up the Indian Dunes mini track program, this time run by American Motocross Enterprises. Tonight another visitor, young Matt Rasdel, came and walked away with first place in the 83cc Stock Beginner 9-11 class.

Minicycle racing is a new sport to Rasdel and last Wednesday was the first time that he had ever been to the Dunes. With one day of practice he was all set to race. As the four man pack lit off of the starting gate in the first moto, Rasdel was just getting the hang of it and went into a wild wheelie. This set him back a bit and allowed Ronnie Densford to win the first moto while Rasdel still did great with a second. By the second moto, Rasdel knew just what to do at the start. He got the holeshot and led the entire time. Densford was trying desperately to set up a pass but was unable to. The final moto win gave Rasdel a first place trophy on his very first race! Taking second was Densford ahead of Shawn Bates and Jody Tapia.

William Crawford took the top honors in the 83cc Beginner 12 and over race. After winning the first moto ahead of Bambino Tapia and Tom Holt, a good break helped Crawford to take the first wave of the checkered flag in the last race. Holt was leading Crawford by one bikelength, but couldn't stand the pressure and spun out on a sweeper. This now put Crawford up front with Honda-mounted Charles Carpenter in second while Holt was third. Overall the top five were Crawford, Holt, Tapia, Carpenter and Nancy Andrus.

Results

PEE WEE STOCK: 1. John Chamberlin (Yam); 2. Damon Huffman (Ita); 3. Jason Biggs (Yam).
PEE WEE MOD: 1. Ronnie Densford (Yam); 2. Norman Gaumond (Suz).
61 STOCK BEG 9-11: 1. Norman Gaumond (Yam); 2. Mike Watkins (Suz); 3. Joel Tokarsky (Yam).
61 STOCK JR 9-11: 1. Alan Pierce (Yam); 2. Eddie Gaumond (Yam); 3. Matt Blacklock (Yam).
61 MOD JR 9-11: 1. Alex Rogers (Yam).
61 MOD INT 9-11: 1. Ronnie Densford (Yam).
83 STOCK BEG 9-11: 1. Matt Rasdel (Yam); 2. Ronnie Densford (Yam); 3. Shawn Bates (Hon).
83 BEG 12+: 1. William Crawford (Kaw); 2. Tom Holt (Kaw); 3. Bambino Tapia (Suz).
83 STOCK JR: 1. Brock Suter (Yam); 2. Matt Harrison (Yam); 3. David Chambers (Kaw).
83 STOCK INT: 1. Jim Collier (Kaw).
83 MOD JR: 1. Matt Harrison (Yam); 2. David Chambers (Kaw); 3. Lance Homer (Suz).

Holley tops CMC Ascot MX

By Tom Corley
GARDENA, CA, JULY 2

A fantastic display of racing was shown in the 250cc Pro contest at Ascot. The race was a battle to the end between David Gerig and Jim Holley, and with some fast, hard riding and a good break in the second moto, Holley took home the first place green. It was Holley's first Pro win this season at Ascot.

Riding the sole Husky in the field, Gerig, won the first moto. Battling for position were Holley, Devon Farley and Norman Nilsson. Holley and Nilsson were ramming each other on the corner by the palm trees. Holley came out of that close situation in second while Farley beat out Nilsson.

More excitement was seen in the final go. Gerig led once more and Russ Wageman was after him, going faster than in the first moto when he took fifth. Holley was charging fast and he executed the pass around Wageman on the corner before the TT jump. Wageman ended up stalling his bike at this point. Then Holley tried to pass Gerig on another lap at this corner. Holley sideswiped Gerig and they hooked up bikes, coming to a sudden stop. At this point Farley was able to soar by them as they fired their motors up. It was a mad dash to the finish line and Holley slid around the finish corner a short distance ahead of Gerig and Farley. Overall it was Holley, Gerig, Farley, Nilsson and Ron Olsen.

John Whitefield took his Premier Yamaha to the win in the 250cc Junior division one race, taking two firsts for the overall win over Tim Kitchens and Jeff Bednorz.

Pat Dolan topped the other 250cc Junior division. A back and forth passing contest took place in the first race between Dolan and Mark Storr, with Dolan coming out of it in first place. In the final race Dolan had the lead position to himself while Storr held off the rest of the pack. Dolan won with a perfect score ahead of Storr and Erich Joiner.

Results

60 INT: 1. Jason McFarland (Yam).
MINI JR DIV 1: 1. Mike Roberts (Yam); 2. Tony Leater (Yam); 3. Ken Donelson (Kaw).
MINI JR DIV 2: 1. Randy Gatica (Yam); 2. Curt Puskas (Suz); 3. Dan Barnett (Yam).
MINI INT: 1. Trey McFarland (Yam).
MINI EX: 1. Eddie Gauley (Amx).
100 JR: 1. Mike Hughes (Suz); 2. Rich Lloyd (Suz); 3. Frank Golden (Yam).
125 JR DIV 1: 1. Trey McFarland (Yam); 2. Eric Nagao (Yam); 3. Mike Lentini (Suz).
125 JR DIV 2: 1. Peter Csulak (Suz); 2. Larry Bohlken (Suz); 3. Ben Wageman (Suz).
125 INT: 1. Sean Gilboy (Suz); 2. Randy Ross (Suz); 3. Bill Lunney (Suz).
125 PRO: 1. Ross Maeda (Suz); 2. Tim Shelton (Yam); 3. Glenn Page (Yam).
250 JR DIV 1: 1. John Whitfield (Yam); 2. Tim Kitchens (Yam); 3. Jeff Bednorz (Suz).
250 JR DIV 2: 1. Pat Dolan (Hon); 2. Mark Storr (Suz); 3. Erich Joiner (Mai).
250 INT: 1. Mark Wood (Yam); 2. Dan DeYoung (Mai); 3. Kevin Brown (Mai).
250 PRO: 1. Jim Holley (Yam); 2. David Gerig (Hus); 3. Devon Farley (Hon).
500 JR: 1. Brian Gardner (Yam); 2. Craig Hofmeister (CZ); 3. Terry Nelson (Yam).
500 INT: 1. Greg Draskovich (Mai); 2. Mike Crawford (Mai); 3. Mike Jansen (Yam).
500 PRO: 1. David Gerig (Hus); 2. Chuck Lunde (Yam); 3. Glen Senecal (Yam).
VET JR: 1. Gordon Graham (Yam); 2. Bill Meisner (Yam); 3. Mike McMillen (Mai).
VET INT: 1. Dickie McMillen (Hus).
OT JR: 1. Paul Burton (Kaw).
OT INT: 1. George Thomas (Mai).
OT MASTER: 1. Marshall Jennings (Suz); 2. Ed Ott (Yam).

Barretto blitzes R.A.C.E. OCIR MX

By Steven Crosby
IRVINE, CA, JULY 2

Todd Peterson returned to action at OCIR and won both the 250 and 125cc Pro classes. Peterson, perhaps the best night racer in the Southland, took his DG/Premier Yamaha bikes to perfect 1-1 scores in both classes. Scott Cavness took the Open Pro win aboard his Anaheim Suzuki machine with a 2-1 score. But, as in recent weeks, the strong racing action has been found in the amateur ranks.

In the 13 and older Mini Beginner class Thayne Zito jumped into the early lead in the first moto. Coming off the drop-off jump the second and third place riders tangled and Zito had an instant 20-second lead. Kirk Litzenberg put his Yamaha into second place with Juan Barreto third. Each lap Zito's lead was shrinking bit by bit. On the final lap the top three were tight and when they ran into slower traffic with half a lap remaining, Litzenberg and Barreto found the hole and passed Zito. At the checkered flag Litzenberg was first, Barreto second and a very frustrated Zito third.

In the second moto Jim Nelson, who was fourth in the first moto, took the holeshot and held on the whole way. Barreto was second and Jason Coolbaugh was third. Coolbaugh had just returned from Bob Hannah's motocross school in Texas and was trying to show what he learned. The three stayed tight for a couple of laps then the top two pulled away from the pack. No one in the top three was able to make a pass and Nelson took the moto. Barreto

who was the most consistent rider took the overall win with a 2-2. Nelson's 4-1 was second and Zito's 3-5 was third.

In the several 125cc Beginner divisions, Ron Convery, Clay Langhurst, and Bruce Mortensen were the winners with perfect scores. Convery had the toughest time in division one. In the first moto Brad Kelly got the holeshot with Mike Ponzio second. Convery started out in fourth. He passed Ed Metro on the second lap. It took him two laps to get by Ponzio for second and took the lead from Kelly with just a little over a lap remaining. In the second moto Convery took the holeshot on his Yamaha and opened up a good sized lead. Rusty Lloyd, who had trouble in the first moto, moved into second and held off Ponzio's late charge. Kelly took his 2-4 score into second overall behind Nelson with Ponzio third.

In the 125cc Novices Rob Trone continued his come-from-behind antics but fell one position short as he couldn't get by Larry Bird. Trone, who doesn't get many holeshots, fought his way through the pack each moto and finished with a 2-2 score. The overall win went to Orange County Cycle's Larry Bird.

Orange County Suzuki's Bill Thiebert ran into some stiff competition in the 125cc Intermediates. Taylor Marcell, a Team Green rider, hadn't been out to OCIR for a couple of months but he didn't forget the fast lines in the tight track. Thiebert took the first moto. Jim Kohara started in second but halfway through the moto Marcell slipped by and set out after Thiebert. He never caught up and Thiebert took the win. In the second moto, Thiebert again took the holeshot but Marcell ran him down in two laps and made a quick pass and took the lead. Thiebert tried to come back but Marcell held him off and took first overall with his 2-1 tally.

Results

60 BEG: 1. Bobby David (Yam); 2. Garret Gonzales (Yam); 3. Jeff Long (Yam).
60 NOV: 1. John Howell (Yam); 2. Matt Foster (Yam); 3. Jason Collier (Yam).
60 INT: 1. Gary Morton (Suz).
MINI BEG DIV I: 1. Nick Balderamma (Yam); 2. Jeff DAvid (Yam); 3. Jon Moerke (Suz).
MINI BEG DIV II: 1. Juan Barreto (Yam); 2. Jim Nelson (Yam); 3. Thayne Zito (Yam).
MINI NOV: 1. Richie Hovis (Yam); 2. Wade Bone (Yam); 3. Mike Dodge (Suz).
MINI INT: 1. Dan Hovis (Yam); 2. Jeff Barbacovi (Yam); 3. John DAvis (Yam).
XR 75's: 1. John Bonacci (Hon); 2. Randy Skinner (Hon); 3. Richie Shaw (Hon).
100's: 1. Bob Korock (Suz); 2. Reed Robert (Suz); 3. Pat Brightly (Yam).
125 BEG DIV I: 1. Ron Convery (Yam); 2. Brad Kelly (Yam); 3. Mike Ponzio (Suz).
125 BEG DIV II: 1. Clay Langhurst (Yam); 2. Craig Marshall (Suz); 3. Chuck Wagon (Hon).
125 BEG DIV III: 1. Bruce Mortensen (Suz); 2. Drryl Goya (Suz); 3. Steve Musil (Hon).
125 NOV: 1. Larry Bird (Yam); 2. Rob Trone (Yam); 3. Paul Pontius (Suz).
125 INT: 1. Taylor Marcell (Kaw); 2. Bill Thiebert (Suz); 3. Dan Blasdell (Suz).
125 PRO: 1. Todd Peterson (Yam); 2. Tony Gomez (Suz); 3. Tim Murphy (Suz).
250 BEG DIV I: 1. Pat Killam (Suz); 2. Dennis Jonasson (Yam); 3. Larry Cravens (Yam).
250 BEG DIV II: 1. Dave Jones (Yam); 2. Mike Capolli (Yam); 3. Dean Manuel (Yam).
250 NOV: 1. Gary Renko (Kaw); 2. Rusty Taflinger (Yam); 3. Curtis Bingham (C-A).
250 INT: 1. Bruce Deacon (Yam); 2. Mark Allen (Yam); 3. Nick Peltzer (Yam).
250 PRO: 1. Todd Peterson (Yam); 2. Dave Eropkin (Suz); 3. Wayne Reid (Yam).
OPEN BEG: 1. Lee Nygard (Yam); 2. Greg Fate (Suz); 3. Don Chalmers (Yam).
OPEN NOV: 1. Larry Wells (Suz); 2. Mark Gleckl (Mai); 3. Mark Hall (Yam).
OPEN INT: 1. Gary Gonzales (Mai); 2. Gary Sheroman (Yam); 3. Dean Adkins (Suz).
OPEN PRO: 1. Scott Cavness (Suz); 2. John Greenway (Hon).

Rodgers, Reisinger rule CRC Saddleback MX

By John Bethea

ORANGE, CA, JUNE 28

Having your name begin with an R seemed to be the key to success at the California Racing Club's Saddleback motocross, as Rick Rogers and Robert Reisinger rode to victory in the 125 and 250cc Pro classes, respectively.

Rogers dominated the 125cc Pros this outing, collecting wins in both motos and leading the second race all 12 laps. In the first, Tim Murphy (Suz) roared to the early lead with Riverside Suzuki's Rodgers trailing in second, just ahead of Tim Shelton (Yam). By the midway point, Rodgers had ended Murphy's lead and much of the attention had turned to the drive of Richard Sands (ST Racing Suz).

Sands had gotten a poor start and had waited until the fourth lap before making much of a challenge. However, when he did begin to move, he *moved!* It wasn't long before he had caught both Shelton and Murphy to find himself in second place, but his come-from-behind march began too late and the checkered appeared before he could catch Rodgers. Shelton wound up third.

Sands was again putting together a charge by the fourth lap of the second moto when he crashed, remounted in sixth and eventually worked his way back up to third, but out of any chance at the first-place prize package. Shelton was on the move, too. He had been dicing with Robert Green (Suz) and had found himself in third place lap five, trailing second place Murphy. But, two laps later, a rough spill on the uphill side of the track near the start hill, sent Tim to the pits for the rest of the day.

Murphy held on for second, but his failure in the first moto to hold any kind of a lead cost him second overall. Sands, coming back again, took the runner-up spot with a 2-3 finish while Murphy totalled 5-2.

Green-clad Reisinger (Kaw) has not been around Saddleback on Sundays for several months, but he made his return a successful one with a sweep of both 250cc Pro motos. A fifth place start in the first moto gave both Ron Hume (Yam) and Robert Marino (Yam) chances to lead early, but they joined everyone else behind Reisinger as the fifth lap concluded.

Reisinger was not as slow in the second event, moving to second place by the finish of the first lap, and into first by passing Hume on the third. In each round, Marino was able to handle Hume for second place. •

Results

JR CYCLE NOV: 1. Jason McFarland (Yam).
JR CYCLE INT: 1. Bubba Erickson (Yam); 2. Duane DeArman (Yam); 3. John Howell (Yam).
MINI BEG: 1. Doug Doody (Kaw); 2. Loren Bjorkman (Kaw); 3. Brett Guyett (Yam).
MINI NOV: 1. Keith Vansel (Kaw); 2. Steve Anderson (Yam); 3. Robbie Cortez (Suz).
MINI INT: 1. Jeff Barbacovi (Yam); 2. Dan Hammack (Kaw); 3. B.J. Hahn (Yam).
VET JR: 1. Tom Sawyer (Yam); 2. George Crezee (Yam); 3. Glenn Worrall (Yam).
VET INT: 1. Bob Barr (Mai); 2. John Tartaglia (Mai).
VET SR: 1. Lynn McGraw (Yam); 2. Dan Moore (Mai); 3. Bob Crosta (KTM).
100 BEG: 1. Jason Davenport (Suz); 2. Steve Jensen (Suz); 3. Chuck Whitmore (Suz).
100 INT: 1. Jerry Anker (Yam); 2. Mark Davenport (Suz).
125 BEG DIV I: 1. Ted Crodts (Suz); 2. Kevin Albright (Yam); 3. Darrin Gasporra (Yam).
125 BEG DIV II: 1. Trey McFarland (Yam); 2. Todd Stubblefield (Yam); 3. Simon Cheffins (Yam).
125 NOV: 1. Robbie James (Yam); 2. Shaun McKeoun (Suz); 3. Mark Milam (Yam).
125 INT: 1. James Connolly (Suz); 2. Ed Eckert (Suz); 3. Craig Cable (Yam).
125 PRO: 1. Rick Rogers (Suz); 2. Richard Sands (Suz); 3. Tim Murphy (Suz).
250 BEG: 1. Eric Nelson (Hon); 2. Steve Miller (Yam); 3. Robby Antles (Kaw).
250 NOV: 1. Jim Schuessler (Suz); 2. Thad Heroux (Yam); 3. Art Oliver (C-A).
250 INT: 1. Marc Johnson (Suz); 2. Mark Anderson (Yam); 3. Brent Shermak (Hon).
250 PRO: 1. Robert Reisinger (Kaw); 2. Robert Marino (Yam); 3. Ron Hume (Yam).
OPEN BEG: 1. Charlie Spellman (Yam); 2. Jeff Smith (Yam); 3. Randy Olson (Yam).
OPEN NOV: 1. Guy Campbell (Suz); 2. Jim Carter (Yam); 3. Steve Corrigan (Yam).
OPEN INT: 1. Mike Burnett (Mai); 2. Larry Flint (Yam); 3. Bob Browne (Yam).

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83cc Minicycle, Modified-Beginner, ages 12 thru 14
83cc Minicycle, Stock-Novice, ages 12 and over
83cc Minicycle, Modified-Novice, ages 12 and over
83cc Minicycle, Stock-Intermediate, ages 12 and over
83cc Minicycle, Modified-Intermediate, ages 12 and over
83cc Minicycle, Stock-Expert, ages 12 and over
83cc Minicycle, Modified-Expert, ages 12 and over
105cc Minicycle, Modified-Open, ages 9 thru 11
105cc Minicycle, Modified-Open, ages 12 and over
100cc Motorcycle, Schoolboy Junior, Stock, thru age 15
100cc Motorcycle, Schoolboy Junior, Modified, thru age 15
100cc Motorcycle, Schoolboy Senior, Stock, ages 16 thru 18
100cc Motorcycle, Schoolboy Senior, Modified, ages 16 thru 18
125cc Motorcycle, Stock-Novice
125cc Motorcycle, Modified-Novice
125cc Motorcycle, Stock-Intermediate
125cc Motorcycle, Modified-Intermediate
125cc Motorcycle, Stock-Expert
125cc Motorcycle, Modified-Expert
250cc Motorcycle, Novice
250cc Motorcycle, Intermediate
250cc Motorcycle, Expert

The Kawasaki Contingency Prizes will be issued in the form of a $500 Savings Bond for the winning rider and a $500 check for the parent or guardian of the winning rider in each of the posted classes.

Payment of the Kawasaki N. M. A. awards is contingent on winning the National Number One title in any of the posted classes on a Kawasaki with verification by N. M. A. officials and signed contingency claim form by the rider and the rider's parent and/or guardian.

Kawasaki

Let the good times roll.

NORTHERN DATELINE

Roy Davis got a leg up on the other 125cc Pros at the Clarks Branch MX.

Williams wild at Cross-Up MX

By Suanne Light

BEND, OR, JULY 12

Eugene's Steve Williams (Yam support) was the big winner at Cross-Up Raceway in the 250cc Pro class while Open Pro went to Husky rider Roger Norris of Bend.

Williams put a heavy dent in Cross-Up's 250cc Pro class as he went to the front of the pack at the start of the moto followed by Salem rider Mike Holbrook (Suz Sports Center), Les Link (Yamaha Store), Norris and Joe Knight (Yam support). Williams was having a picnic up front all by himself while Knight blazed through the pack taking Holbrook, Link and Norris in one swoop. Knight was going WFO and gaining a couple seconds a lap on Williams who started to pull out a big lead. In the late going, Knight reeled Williams in and made an attempt at the lead, but Williams held his own roosting Knight with a sand shower. Williams took the win with Knight in second over Holbrook, Link and Norris.

Second sandstorm saw Williams again go wild with Link putting on the pressure in second while Holbrook, Norris and Knight again held down the early top spots. Williams went unchallenged as he took the moto win while a late moto pileup between over-anxious Holbrook, Norris and Knight kept these three tied up letting Link free for second. Knight untangled his ride quickest to finish third while Holbrook and Norris followed. Overall, it was Yamaha support rider Williams first with his 1-1 over Knight's 2-3 and Link's 4-2. Fourth went to Holbrook with a 3-4 over Norris' consistent 5-5 for the Open Pro overall.

A brush fire delayed the start of the 250cc Intermediate race, but once underway, it proved to be "hot." Eugene rider Dan Stoneburg (Yam) led both motos for a 1-1 punch while Portland rider Nick Brajavich (Yam) finished second with a 3-2 over Terry Shine (Yamaha Store). In the points race, Shine holds a large lead over Barry Frazier (135-105), and in the Pro points race, Clay Light (who did not ride) is trying to defend his number one plate, leading with 131 points over Knight with his 99 and Holbrook with 87.

Results

125 C: 1. Dan Hendricks (Suz); 2. Larry Brumwell (Yam); 3. Allen Ficher (Suz).
125 B: 1. Terry Shine (Yam).
125 A: 1. Timmy Walker (Kaw).
250 C: 1. Kent Chapman (Yam); 2. Ed Rogers (Yam); 3. Greg Rector (Hon).
250 B: 1. Dan Stoneburg (Yam); 2. Nick Brajavich (Yam); 3. Terry Shine (Yam).
250 A PRO: 1. Steve Williams (Yam); 2. Joe Knight (Yam); 3. Les Link (Yam).
OPEN PRO: 1. Roger Norris (Hus).

Davis, Smith snag Clarks Branch MX wins

By Suanne Light

ROSEBURG, OR, JULY 11

Ralph Huffman's long, hard work paid off in this series of Saturday races at Clarks Branch, as track conditions were superb.

Huffman spent all night Friday watering, only to have Roy Davis (Yamhill Yam) destroy it in the 125cc Pro class and again by Rick Smith (Roseburg Hon/Yam) in 250cc Pro action.

Davis got the edge in moto one of the 125cc Pros, leading into the first turn with Rick Smith (Yam) and Richard Earle (DG/Cycle Country Hon) following. Davis took off and held a huge lead while Smith and Earle traded spots, until Smith took command late in the moto. Davis demolished the field as he put nearly a half lap on Smith and Earle.

Moto two had Smith take the holeshot with Earle in second and Davis working to third. It took Davis only three turns, and by the time they reached the uphill, Davis was the new leader. Smith displaced Earle and was making up two seconds a lap and gaining on Davis who was again disappearing from the others. Smith would close in, but late in the moto fell in a loamy corner letting Earle by for second.

Davis' machine was running sour but he had such a huge lead that he was untouchable. Smith passed Earle by midway but couldn't catch Davis. Davis went on for a double moto blitz over Smith's 2-2 and Earle's consistent 3-3 finishes.

In 250cc Pro racing, Davis was again in command over teammate Clay Light (Yamhill Yam), Smith (Yam), California's Rod Nordstrom (C&R Hon) and Gary Bault (Yam). Norstrom picked off Light which then set up a battle between Smith, Light and Bault, who were arguing over third until an over-enthusiastic track waterer put too much water in the downhill corner sending Light sliding down the hill with Bault and Smith colliding, putting Smith into third. Davis got rid of Nordstrom and went on for the win with a cozy lead over Nordstrom, Smith, Bault and Light who remounted for fifth.

Second moto had Davis inside and Smith outside for holeshot honors while Nordstrom went in between the two for second behind Davis, who on lap one was already stretching out a lead. Nordstrom was holding down second while Smith, Bault and Light were again going for third. Davis developed a flat rear tire and was losing ground, dropping to fourth. Nordstrom went into the lead but lost it to Smith and then Bault who thought the race was over when Davis and Light both DNF putting Nordstrom back in second and Smith taking the win. Sound confusing? It was! Overall, it went Smith (3-1), Nordstrom (2-2) and Davis (1-4).

Results

PEE WEE JR: 1. Freddie Nordstrom (Yam); 2. Ryan Huffman (Yam); 3. Gene Logan (Yam).
PEE WEE INT: 1. Jeff Daily (Yam); 2. Darren Davis (Yam); 3. Monty Spalding (Yam).
MINI BEG: 1. Damon Schaffer (Yam); 2. Paul Lewis (Yam); 3. Andy Narkiewicz (Suz).
MINI JR: 1. Robbie Miguiel (Yam); 2. Tony Guido (Yam); 3. Tony Kephart (Yam).
MINI INT: 1. Anthony Valenzuela (Yam); 2. Matt Ramey (Yam); 3. Courtney Schaffer (Yam).
MINI EX: 1. Donnie Church (Yam).
100 JR: 1. Dennis Rotherham (Yam).
100 INT: 1. Frank Pifferini (Yam); 2. Kevin Mallard (Suz); 3. Becky Roberts (Suz).
125 JR: 1. Pete Mizner (Suz); 2. Rick Gunderson (Suz); 3. Mike Beglay (Hon).
125 INT: 1. Dennis Pool (Suz); 2. Ted Perreard (Suz); 3. Brad Johnson (Yam).
125 PRO: 1. Roy Davis (Yam); 2. Rick Smith (Yam); 3. Richard Earle (Hon).
250 JR: 1. Kent Chapman (Yam); 2. Dennis Mendenhall (Hon); 3. Steve Agee (Suz).
250 INT: 1. Dan Stoneburg (Yam); 2. Clayton Greir (Yam); 3. Wes Roberts (Hon).
250 PRO: 1. Rick Smith (Yam); 2. Rob Nordstrom (Hon); 3. Roy Davis (Yam).
OPEN JR: 1. Alan O'Brien (Yam); 2. David Beck (Yam); 3. Lindy Marsh (Yam).
OPEN INT: 1. David Starner (Yam); 2. Don Durrant (Hon); 3. Jim Jones (KTM).
OT: 1. Jim Spaulding (Yam); 2. Fred Pariani (KTM); 3. Wayne Longworth (Suz).

McConn, Miller, Kniss sweep Baylands night MX

By Jerry R. Newray

FREMONT, CA, JULY 8

Baylands Raceway held their biggest motocross night ever as nearly 275 riders from as far away as Redding to the north and Palm Springs to the south gathered to put on a super-fast show. With help from track promoter Tim Myers and other Baylands track crews, the newly formed motocross track attracts more and more racers every week.

In the very stout 250cc Pro field, Shawn McConn rode to the overall first place honors by riding his Yamaha to two uncontested wins while David Wood used finishes of second and third to capture second place followed by Steve Martin.

In the 125cc Pro division, last week's runner-up Willie Miller came back out with a veangeance as he totally dominated the division with two firsts to take the checkered flag for the overall title, with Rick Ryan in second and Randy Blair in third.

Probably the surprise of the evening came from local rider Jeff Kniss. Jeff raced last year as a Novice and started this year as a Junior. During his first three races as a Junior, Kniss placed first two times and third once, so he decided to try a jump to the 250cc Intermediate class and had real good luck with a first and a fourth, and in this week's motos ran away with both races. Following Kniss was Mike Subocz with two second place finishes and in third was Craig Hall with a fourth and a fifth place finish.

The 125cc Intermediates saw Dorene Payne fight Troy Barazoto for the overall title with Payne winning the second moto in order to win the overall followed by Steve Alarcon and Troy Barazoto.

With each week of racing, a larger number of Junior racers show up for some of the good competition. The first week saw only one division of Juniors, and in this the sixth week, we find three very full divisions.

In the 80cc Junior race, Marty Cooper dazzled the crowd with super performances in his motos by leading every lap and taking the overall title with Vince Vacente coming in second.

Results

250 PROS: 1. Shawn McConn (Yam); 2. David Wood (Yam); 3. Steve Martin (Suz).
125 PROS: 1. Willie Miller (Suz); 2. Rick Ryan (Yam); 3. Randy Blair (Yam).
250 INT: 1. Jeff Kniss (Suz); 2. Mike Subocz (Hon); 3. Craig Hall (Yam).
125 INT: 1. Dorene Payne (Suz); 2. Steve Alarcon (Suz); 3. Troy Barazoto (Suz).
250 JR DIV 1: 1. Steve Garlington (Suz); 2. Dane Bowen (Hon); 3. Vic Stoeckman (Hon).
250 JR DIV 2: 1. Danny Solidano (Kaw); 2. Rick Vermace (Hon); 3. Mike Hertzberg (Hon).
250 JR DIV 3: 1. Tony Richards (Suz); 2. Mark Derenne (Suz); 3. Pat McDonough (Kaw).
125 JR DIV 1: 1. Dexter Hayhurst (Suz); 2. Bill Earle (Suz); 3. Doug Gillette (Suz).
125 JR DIV 2: 1. Erik Ejelibo (Suz); 2. Dean Davis (Yam); 3. William Jones (Yam).
125 JR DIV 3: 1. Michael Minyares (Suz); 2. Manny Ornellas (Yam); 3. Richard Smith (Yam).
125 OPEN JR DIV 1: 1. Loren Barrett (Mai); 2. Rick Sost (Yam); 3. Jeff Lind (Suz).
125 OPEN JR DIV 2: 1. David Borruson (Suz); 2. Robert Day (Hus); 3. Richard Ramsey (Hus).
VET EX: 1. Steve Marusic (Hon); 2. Bruce MacArthur (KTM); 3. Dave Lehman (Yam).
VET INT: 1. Les Oldenbrook (Mai); 2. Pete Francini (Mai).
VET JR: 1. John Rasor (Yam); 2. Mike Long (Yam); 3. Hank Wessel (Suz).
100: 1. George Logan (Yam); 2. Robert Strother (Yam); 3. Todd Bolton (Yam).
OT INT: 1. Fred Parsen (Hus); 2. Kerwin Brown (Hus).
OT JR: 1. Rod Brasel (Hon); 2. Dan Welch (Mai); 3. George Chin (Hon).
80 EX: 1. Scott Cummings (Yam); 2. Mike Thompson (Kaw); 3. Tommy Seidel (Kaw).
80 INT: 1. Chris Plain (Yam); 2. Tony Flores (Yam).
80 JR: 1. Marty Cooper (Yam); 2. Vince Vacente (Suz); 3. Mike Pascarella (Yam).
50/60 INT: 1. Mike Pascarella (Yam).
50/60 JR: 1. Jimmy Clay (Yam); 2. Gary Jeruis (Suz); 3. Marc Palmer (Suz).

Oliver aces AME/ Elks Cerebral Palsy benefit MX

By Laura Richard

SANTA MARIA, CA, JULY 5

The American Motocross Enterprises and the Elks Club combined their forces to present the annual Cerebral Palsy Benefit Race at Spillway Park in Santa Maria today. All of the riders and sponsors of the event donate their entry fees and prizes to help this worthwhile cause. The Pros donated their payback.

One of the best races of the day was the Open Pro class. As the band snapped to start the first round, it was Foothill Yamaha-mounted Joe Root taking the lead down the long sand wash with Yamaha of Goleta-sponsored Mark Gambetta snapping at his tire. Gambetta was able to put the pass on Root to take the lead while Maico rider Mike Wickersham, riding for Phils M/C, was working his way through the pack to fall in behind Gambetta and take over second, but

there was no stopping the strong riding Gambetta as he took the first moto win.

Round two saw Gambetta and Wickersham dicing it out for the lead until they tangled handlebars and both kissed the dirt giving the lead to Bakersfield Yamaha-sponsored Darin Oliver. Once Oliver took the lead, he started to put some space between himself and second place Brett Simonsen. Wickershim took second and Gambetta took third.

The 250cc Pro race saw O'Neal Dist. Suzuki rider Ken Zahrt taking home the overall with second going to Suzuki rider Brett Cross and third to S&S Kawasaki rider Jack Riggi, Jr. In the 125cc Pro race, it was back-to-back wins for Yamaha of Goleta rider Eddie Perry with second going to Yamaha of San Luis Obispo rider Jim Keese and third to Yamaha rider Tim Hobbs.

In the 125cc Intermediate race, we saw Team Aero Industries Suzuki rider Robbie Querpurth taking home the overall win with second going to Suzuki of Santa Barbara rider Eddie Guajardo and third going to Central Coast Cycle rider Frankie Towers. The 125cc Junior class had Yamaha of Goleta rider Dave Moore taking back-to-back wins. Second place went to Can-Tram Concrete Suzuki-mounted Rob Hardy and third to Yamaha of San Luis Obispo's Ron Whitworth.

The 250cc Intermediate race saw Phil's Racing Maico-mounted Tom Gin taking the overall with Kaw of Goleta's Bruce Carlisle in second and third going to Barnett Tool/Castrol Oil-sponsored Andy Richard.

The Open Intermediate race went to Yamaha of Goleta's Randy Schwalenbarg with second going to Yamaha rider Anthony Jordan and third to KTM-mounted Terry Evans.

Results

125 PRO: 1. Eddie Perry (Yam); 2. Jim Keese (Yam); 3. Jim Hobbs (Yam).
250 PRO: 1. Ken Zahrt (Suz); 2. Brett Cross (Suz); 3. Jack Riggi, Jr. (Kaw).
500 PRO: 1. Darren Oliver (Yam); 2. Mike Wickersham (Mai); 3. Mark Gambetta (Yam).
125 INT: 1. Robbie Querfurth (Suz); 2. Eddie Guajardo (Suz); 3. Frankie Towers (Suz).
250 INT: 1. Tom Gin (Mai); 2. Bruce Carlisle (Kaw); 3. Andy Richard (Yam).
500 INT: 1. Randy Schwalenbarg (Yam); 2. Anthony Jordan (Yam); 3. Terry Evans (KTM).
125 JR: 1. Dave Moore (Yam); 2. Rob Hardy (Suz); 3. Ron Whitworth (Yam).
250 JR: 1. Chuck Walker (Hon); 2. Thomas MacFarlane (Yam); 3. Larry Heschke (Hus).
500 JR: 1. Charles See (Yam); 2. Bill Norman (Mai); 3. Jim Whitley (Suz).
83 INT: 1. Gary Riekki (Yam).
83 JR: 1. Tim Norman (Suz); 2. Tony Toste (Yam); 3. Shaun Condon (Suz).
WOMAN'S DIV: 1. Randi Ehrenborg (Suz); 2. Linda Smant (Yam).

Holmes hauls at OT portion of Cerebral Palsy Benefit MX

By Bob Alloy

SANTA MARIA, CA, JULY 5

Twenty of us Old Timers were on hand for the Elks Club of Santa Maria Annual Benefit Motocross for Cerebral Palsy at Spillway Park. This is always a well-planned and thoroughly enjoyable affair, and this benefit lived up to those of the past. It's nice, too, that we can participate some way in this worthy cause.

As we were having our Nationals at British Columbia, this was a no points race. However, there were 50% trophies and numerous prizes of oil, booze, can coolers, etc. Even a chance to win a new Honda. Lots of sand, fun and excittement.

Lots of excitement in the Masters started with "Movin' Marv" Olson quickly moving up to the lead position. This is where he stayed as he ran away with first place. Jim Holmes, a new member, did some pretty good moving, too and got second place. Mike Rehorn, another new Master, looked good with his third. The second moto's winner was Holmes who had to battle Olson who took second. Rehorn was in with third.

Expert Chuck Nation blasted through the sand and came up with that prized first. Hal Grady, riding with the Experts for the first time, did some terrific riding and took second. Lou Sorensen came in third.

Hal did even better the second moto as he put his new Husky into the winning line and took the coveted first place. Lou flew over all those whoop-de-doos and came in with a fast second. Dick Mosley, riding his new Yamaha 465, did all right with a third place.

Bob Anderson of the Amateurs had things going his way for seven laps then he got behind a Novice in trouble, and that's when George O'Haver made his move. George passed Bob to take the lead and go on to the win. Anderson was there for second and Bob Alloy slipped in there with third place. The second moto was O'Haver's right from the start. Alloy was in with second followed by Anderson.

Novice Bob Smart certainly has tenacity. Bob had the lead for seven whole laps before his handlebars snapped in the sandy whoop-de-doos. At that point, Chuck Bailey seized the opportunity to take over. Bailey was in with first, but somehow Smart stayed in there for second with only one side of his handlebars to hold on to. Wayne Thomas took third. Bob took the lead in the second moto but this time everything held together, and he went on to that easy first place victory. Chuck took the second place action, and Wayne Thomas zeroed in with third.

Results

MASTERS: 1. Jim Holmes; 2. Marvin Olson.
EXPERTS 1. Hal Grady; 2. Lou Sorensen.
AMATEURS: 1. George O'Haver; 2. Bob Alloy.
NOVICE: 1. Bob Smart; 2. Chuck Bailey.

Boyles cops four by Fourth at Lodi ST

By Bill Spencer

LODI, CA, JULY 3-4

Two of the many weekend happenings in the celebration of Independence Day are the Lodi M.C. and promoters Mike Macedo and Dennis Hill putting on short track doubleheaders at Lodi Cycle Bowl, and all and none of them took place. But not necessarily in any order. David Boyles continued to burgeon as the fast but steady rider with four wins, looking a lot like Randy Goss, while Chris Carr and Mike Macedo are the latest in up-and-coming flashes. Friday night was highlighted by an unhappy free-for-all while the Saturday night festivities were very quiet and lightly attended.

The big class for Mini kids has always been 80cc Expert, and tonight made for some great racing and a special win for Mike Macedo who turned 14 and was smothered with kisses by all his girl friends, despite his protests and offers of cake and such. Kevin Bricker and Tommy Knight got a little jump on the new green light, but it was Macedo sporting a new set

ROOKIE OF THE YEAR

Andy Stacy has been named the Rookie of the Year in the 250cc Class by the American Motorcycle Association. Andy's performance resulted in him being the top first-year expert rider in AMA-sanctioned events during 1981. KTM would like to congratulate privateer Andy Stacy on a great start to a great career.

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NORTHERN DATELINE

of KR look-alike leathers who held onto an outside line and rode his McGill Yamaha to the point before proceeding to extend the margin for the distance. Winkie Freitas got stuck in traffic and spent almost the whole distance dispatching Knight, then Bricker and getting by Fresno rider Craig Howard, a National Mini winner from last season. He then set sail for the fast fleeing Macedo, but to no avail.

The 250cc Expert show wasn't, with lots of battles both on and off the track. A first lap crash led to a false start and some bad feelings and finally a big fight. After the altercation was removed, the race saw Dave Boyles persevere through it all for the win with Pat Seigle back to racing for a good second over Aaron Hill (he did double duty tonight, pitching a few innings earlier) and Jon Eichelbaugh.

Saturday night ran very smoothly with a significantly smaller number of bodies around. Shad Johnson was the no contest winner over Jon Noyer in the 80cc Novice/Junior main. Mike Macedo did much the same in 80cc Expert with Tom Knight doing the off the line leading with Kevin Bricker. Bricker bit the dust in a close corner call but looks to be ready to break into the winner's circle real soon.

Woody Rogers continued to get ready for a Junior plate, winning the 125-200cc Novice/Junior show with ease while Ricky Frisk was the first time recipient of a trophy with the coveted number one in taking 250cc Novice in fine style.

Dave Boyles and the Spinetti Honda rode off with 250cc Expert after Joe Knight got off between grandstanding down the back chute and trying to catch Boyles. Bill Arbogast held the second spot for the rest of the distance in good style holding off the hard charge by Aaron Hill.

Jeff Martins had his day winning the 360-500cc Novice show while Chris Carr found himself the recipient of a free ride on Mike Macedo's TT500 after the 500cc Expert class slimmed quite a bit. With only a warm-up lap for practice, the 14-year-old, 10-time National champ took a third in the heat to a bit 360-500cc Junior main event win over Debbie Rocha and Brian Pedro. He now needs only one point to join the Expert crew. All that and close to going back to the Nationals to add a few more trophies to the collection.

Dave Boyles and Mike Hayward did the 500cc Expert run as a trophy dash with Hayward playing catch up for the distance. Boyles is obviously getting ready to take on the Eastern establishment in short order. His fourth place standing in the nation's pro Novice standings is significant with only the top 10 riders getting the big invite to the Houston Astrodome Nationals next February.

Results

FRIDAY
PEE WEE: 1. Lori Gepford (Suz).
100 EX: 1. Winkie Freitas (Yam); 2. Ronnie Hayes (Yam); 3. Ted Taylor (Yam).
80 NOV: 1. Dion Clardy (Hon).
80 JR: 1. Shad Johnson (Hon).
80 EX: 1. Mike Macedo (Yam); 2. Winkie Freitas (Hon); 3. Craig Howard (Yam).
125-200 NOV: 1. Woody Rogers (Yam); 2. Roger Kirk (Suz).
250 NOV: 1. Danny McDonnell (Hon); 2. Chris Rudy (Yam).
250 JR: 1. Chris Carr (C-A); 2. Peter Murray (Yam); 3. Steve Spenker (Yam).
250 EX: 1. Dave Boyles (Hon); 2. Pat Seigle (Yam); 3. Aaron Hill (Hon).
360-500 NOV: 1. Don Clasby (Hon); 2. Jeff Martins (Mon).
500 JR: 1. Brian Pedro (Hon).
500 EX: 1. Dave Boyles (Hon); 2. Pat Seible (Yam); 3. Bobby McDonnell (Hon).
SATURDAY
80 NOV/JR: 1. Shad Johnson (Hon); 2. Jon Noyer (Yam).
80 EX: 1. Mike Macedo (Yam); 2. Tommy Knight (Suz).
125-200 NOV/JR: 1. Woody Rogers (Yam).
250 NOV: 1. Ricky Frisk (C-A).
250 JR: 1. Chris Carr (C-A); 2. Al Rudy (C-A).
250 EX: 1. Dave Boyles (Hon); 2. Billy Arbogast (C-A); 3. Aaron Hill (Hon).
360-500 NOV: 1. Jeff Martins (Mon).
360-500 JR: 1. Chris Carr (Yam); 2. Debbie Rocha (Hon).
500 EX: 1. Dave Boyles (Hon).

Anderson, Tudor, Johnson Jam at Corvallis Gold Cup MX

By Clay and Suanne Light

CORVALLIS, MT, JULY 5

Washington rider Jim Anderson (Yam) continued his domination in Yamaha Perpetual Gold Cup action, only this time it was in Big Sky country. Anderson went 1-1 in 125cc Pro racing while another Washington rider, Andrew Tudor (Mai), took 250cc honors, and Mark Johnson (Yam) was the big winner in the Open Pro race.

In 250cc Pro moto one, Washington's Robb Manning (Bellevue Suz) took off at the drop of the gate and moved out ahead of Idaho's Warren Hickman (Yam) and Anderson. Manning was never headed and found the track to his liking as he went all the way to the flag with second going to Hickman, Anderson third, Tudor fourth and Kevin Jansen (Kaw support) fifth.

Moto two had Manning go for a DNF right off the bat, which left first open to any of four riders consisting of Tudor, Rob Buffaloe (Yam), Hickman and Jansen. Tudor stretched it out until he began to feel safe and motored on to the win over Buffaloe, Hickman, Jansen and Eddie Wickward (Kaw). Overall, it was Tudor with a 4-1 over Hickman's 2-3, Buffaloe's 6-2, Jansen with his 5-4 and Anderson with a 3-7.

Open Pro moto one saw Tom Poage (Olympic Yam) pull the holeshot with Mark Envolsen (Mai), Montey Mitchell (Mai) and Tudor (Mai) pressuring him. Tudor wasted no time displacing the trio and pulled away while Mark Johnson (Yam) battled his way through traffic, joining Tudor in the late going. Tudor took the moto win with Johnson jamming into second followed by Mitchell, Poage and Montana Suzuki rider Donny Fernstahl.

Moto two saw Mitchell grab the lead with Tudor and Johnson quick to put the pressure on the Oregonian. Tudor and Johnson both got by Mitchell and had their own private battle with Johnson getting the nod as well as the overall with his 2-1 over Tudor's 1-2. Third and third overall was Poage with a 4-3 while Mitchell went 3-5 for fourth and John Christian, Jr. (Yam) fifth with 7-4 finishes.

In 125cc Pro action, Eric Hall (LOP Yam) of Camas, WA was quick to lead the field followed by Jeff Cropper (Gresham Suz), Steve Pless (Suz) and Anderson (Yam support). Hall led it until the halfway point when Anderson displaced the LOP rider and waltzed on to take the win. Hall finished second, Cropper third, Ed McCoy (Yam) of Bozeman, MT finished fourth after a spirited ride through the pack, and fifth went to Idaho's Brett Tremblay (Suz).

Moto two, Tremblay went all out, with Anderson and Idaho rider Derrick Personette (Suz) dicing for the lead. Anderson got by Tremblay and began a classic dice down to the wire, while Hall, Ross Learn (Suz of Spokane) and Cropper went at it for third. Anderson took the win with Tremblay hot on his

heels, but Anderson got the overall with a 1-1 over Tremblay's 5-2 (for third) while Hall took the overall runner-up spot with a 2-4 over Tremblay, Personette's 6-3 and Cropper's fifth with his 3-6 rides. Over 250 riders showed up for Big Sky honors from Washington, Oregon, Idaho, Nevada, Wyoming, both North and South Dakota and Canada.

Results

125 PRO: 1. Jimmy Anderson (Yam); 2. Eric Hall (Yam); 3. Brett Tremblay (Suz).
250 PRO: 1. Andrew Tudor (Mai); 2. Warren Hickman (Yam); 3. Rob Buffaloe (Yam).
OPEN PRO: 1. Mark Johnson (Yam); 2. Andrew Tudor (Mai); 3. Tom Poage (Yam).
OT A: 1. Mark Ausenstine (Hon); 2. Ken Chickering (Mai).
OT B: 1. Dave Fernstahl (Suz); 2. Mark Mitler (Yam).
OPEN A: 1. Craig Steele (Suz); 2. Matt Waldron (Hus); 3. Andy Williams (Hon).
OPEN B: 1. Pete Treadwell (Suz); 2. Kelly Zeiler (Yam).
250 A: 1. Rod Huffman (Suz); 2. Johnny Craft (Hon); 3. Duane Quale (Yam).
250 B: 1. David Lewis (Yam); 2. Peter Annau (Yam); 3. Roger Liche (Hon).
125 A: 1. Tony McAulley (Yam); 2. Brian Ellingson (Yam); 3. Ron George (Suz).
125 B: 1. Steve Visser (Suz); 2. Davis Lewis (Yam); 3. Jim Allen (Yam).
100 A: 1. Bill Hrabik (Yam); 2. Wade Janssen (Yam).
100 B: 1. John Davis (Suz); 2. Lonn Inman (Yam); 3. Tom Pitman (Suz).
MINI A: 1. Dennis Dolquist (Yam); 2. Denny Fennell (Yam); 3. Eric Tice (Yam).
MINI B: 1. Scott Meyers (Yam); 2. Kent McLeod (Yam); 3. Bob Roberts (Yam).
60 B: 1. Ryan Huffman (Yam); 2. David McLeod (Yam).
60 A: 1. Lowell Thompson (Yam); 2. Rick Simmet (Yam); 3. Jeff Daily (Yam).

Tyler terrifies SIR night MX

By Suanne L. Light

KENT, WA, JULY 3

Seattle rider Scott Tyler (Yam) took both motos in the 125cc Pro class at Seattle International Raceway's night motocross, wasting his competition both times out over David Henden (Yam). Jeff Moore (Hon) went uncontested in the 250cc Pro class, going 1-1, but was run with the 125cc Pros.

The largest race of the evening was the 125cc B class at 30 riders strong. Bobby Rowe (Suz) took the overall with his consistent 2-2 while Mike Wickham (Suz) took the first moto win, running away from the others while Rowe and Tom Landsford (Hon) gave a distant chase. Moto two was another story, though, as Wickham was buried in the pack and could finish no better than sixth while a battle for first developed between Paul Grazioli (Yam) and Rowe. Grazioli held on for the win while Rowe wrapped up the overall.

In 125cc A racing, it was another battle of inconsistency as Gary Wozow (Suz) took the first moto win over Chuck Debois (Suz) and Verl Hamilton (Yam). Second moto had Kurt Howland (Federal Way Suz) blitz into the lead, trying to best his first moto eighth. He took the win as Debois again followed in second going for the overall with his 2-2 while first moto winner Wozow had bad luck and finished in seventh.

In Pro action, Jeff Moore took command of the first moto over Yamaha rider Scott Tyler and Ray Weaver (Suz), both on 125s. Moore was having an easy ride as he went uncontested while Tyler's hard riding allowed him a secure second place and first 125 over Weaver, David Henden (Yam), Wes Clark (Suz) and Ronnie Howick (Suz).

Moto two was a Tyler runaway as he devastated the others in his class with a commanding lead over Moore and Henden. Moore made many attempts to steal the lead but couldn't close the gap on the Yamaha ace. Tyler rode terrific and took the win and the overall with his 1-1 while Henden rode hard to finish second over Moore, Weaver, Howick and Clark.

Logan Edington (Kaw support) took command over his 250cc A classmates, teaching them a lesson on double defeat as he went to a 1-1 romp over Kevin Bethards (Hus), Lance Marshall (Mai) and Gard Hollinger (Mai). Moto two had the Kaw pilot rocket into turn one, and that was all the others saw of this man as he waltzed into the lead and was long gone, leaving a battle open for second between Bethards and Hollinger. Bethards held his own for second while Edington took the win.

Results

PEE WEE B: 1. Warren Jones (Yam); 2. Steve Dukes (Yam); 3. Louis Aron (Yam).
PEE WEE A: 1. Derek Hanson (Yam).
MINI B: 1. Lee Johnson (Yam); 2. David Thompson (Yam); 3. Derek Hanson (Yam).
100 B: 1. Kriss Althauser (Suz); 2. Brad Chester (Suz); 3. Robbie Davis (Suz).
125 B: 1. Bobby Rowe (Suz); 2. Mike Wickham (Suz); 3. Paul Grazioli (Yam).
125 A: 1.Chuck Debois (Suz); 2. Verl Hamilton (Yam); 3. Gary Wozow (Suz).
125 PRO: 1. Scott Tyler (Yam); 2. David Henden (Yam); 3. Ray Weaver (Suz).
250 B: 1. Garry Roestel (Hus); 2. Rick Kintner (Suz); 3. Tim Mattiodd (Suz).
250 PRO: 1. Jeff Moore (Hon).
OPEN B: 1. Dave Roestel (Hus); 2. Bob Wilson (C-A); 3. Bill Dahlstrom (Suz).
OTH A: 1. Rick Kelly (Suz); 2. Garry Roestel (Hus).
OTH B: 1. Bill Young (Suz); 2. Garry Hofl (Hus); 3. Gerald Tominson (Yam).
OT: 1. Carl McBurnett (Suz).

Sword smokes Salmon 100

By Steve Hammer

SALMON, ID, JUNE 28

Former Idaho desert superstar Bob Sword tore up his knees and quit racing about two years ago. He's been playing a little handball, though, just to stay in shape, and he's Idaho's state champion in both singles and doubles. Just for fun, Bob unloaded his 495 KTM at the annual Salmon River 100-mile cross country race. He won.

The race is slowly growing; this year, 64 riders showed up to run the two 40-mile laps. Each lap consisted of about 20 miles of pines and 20 miles of desert, with lots of peg grass and rocky downhills thrown in. Although small, there were a decent number of well known racers present including Utah's Preston Gerber and Brad Strong, Idaho's Ron Dillon and Sword, and of course, Wyoming's Ken Guio.

When the banner dropped at 11 a.m., the race was on with Sword, Dillon (465 Yam) and Strong (495 KTM) jumping into a tight, leading pack. Right behind the leaders, the 125s were fighting with Dave Kaier (Yam), Shawn Gerber (KTM) and Kelly Sorenson (KTM) running neck and neck.

For 30 miles, Sword, Dillon and Strong ran within feet of each other, and the lead changed hands numerous times. Finally, Sword's experience and strength paid off as he flew down a steep, rocky off-camber downhill that crashed both Dillon and Strong, giving him a lead of a couple of minutes which he kept to the finish.

As the riders started on their last lap, they began to slow down because of the rough course. Dillon moved into second for good when Brad Strong crashed again, and Dave Kaiser sewed up the top 125cc spot. Ken Guio won the Old Timers class (naturally) and finished seventh overall, and another former racer, Chuck Wells, showed up to capture the 200cc class. This race was fun! Come on desert racers; drive up to Idaho next year for a little fun on the Salmon River.

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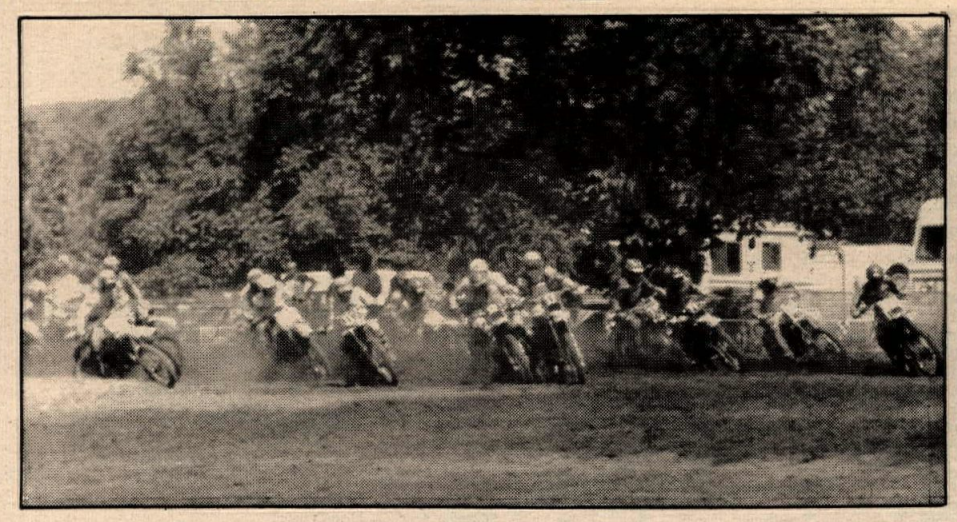

The 125cc Pros round Mulkey's first turn with Gary Harkleroad (2) up front.

Summer, Sun and Pless at Mulkey MX

By Jan Newman
Photo by Linda Kidd

McMINNVILLE, OR, JUNE 28

Summer finally came to the motocross races this year. Spectators fried their tender hides while the lap counters cooled their toes with the welcome breezes from a portable air conditioner, but all welcomed the arrival of warm weather.

You might say there were piles of riders. At least, there were piles here and there in the 125cc Pros. The first pile came in the fourth turn after the scratch and consisted of Doug Lange (Kaw), Gary Harkleroad (Yam) and Michael Kinnear (Yam). Up front, Steve Pless (Suz), Loch Names (Yam) and Kevin Ford (Suz) led the pack. On the second loop, Cory Klaudt (Yam) had made a fantastic leap from 11th to fifth when he and Randy Jungwirth (Kaw) came into the final turn a bit too close, and Randy's foot wound up jammed inside Cory's swingarm. This pile tied up traffic considerably while the mechanics freed Randy's foot and sent him on his way after about four laps. .It took most of the moto to reassemble Corey's bike.

Up front, Pless yielded to Roy Davis (Yam) on the third lap, but Davis failed to come around again. Names held second while Randy Crisman (Suz) picked his way through from a ninth-place scratch to nab third. Ted Holt (Suz) followed him up from 12th to finish fourth.

In the second moto, the top seven spots were really tight for the entire moto. Rob Watilo (Yam) led the first three laps while Pless looked for an opening. On the fourth lap, Pless took the lead and left Kevin White (Yam) to work on Watilo. Crisman, Klaudt, Holt and Kinnear were pushing in right behind White. On the final lap, Watilo allowed a momentary opening for White, Holt and Crisman to slip by.

When the gate dropped for the first 250cc Pro moto, Ron Sun (Hon) took off with what grew to be a big lonely lead. Kevin Jansen (Kaw) held a comfortable second though Tim Michlitsch (Kaw) closed the gap a bit on him in the late laps.

Arne Hettman (Hon) followed Sun off the line in the second moto but became entangled with Kelly Whelchel (Hon) in the turn before the finish and was dropped to mid-pack. Jansen was now second again and getting pressure from Skeet Hise (Kaw) until Hise limped by with a flat tire. Now Michlitsch was in third. Sun's pace was dropping, and Michlitsch was charging hard for the last three laps. On the final lap, the three were all bunched up and Tim got by Jansen, then Sun, then pulled off with a dead engine for a DNF. Bruce Irwin (Suz) powered through from the back to finish third.

Sun was back in the Open Pro class to run almost as far out in front as in the 250cc class. He had plenty of time to lay it down in the final turn and retain his lead. Michlitsch and Hettman were back, too, and tangled on the first lap. By the time they sorted out their bodies and bikes, Sun was on his way around again. Darryl Zumstein (Mai) finished second and Steve Smith (Yam) third. Both are newcomers to the Open class.

Sun leaped to the front in the next moto with Zumstein second. Barney Newman (Mai) moved to second the next time around while Michlitsch moved up to take over on the next loop. Sun had the flat tire problems this time and saw his lead dwindle until Michlitsch took over with two laps left. Zumstein cut under Newman in the final turn to take third. •

Results

OVERALL: 1. Bob Sword (495 KTM); 2. Ron Dillon (465 Yam); 3. Brad Strong (495 KTM); 4. Kim Dayton (465 Yam); 5. Dave Kaiser (125 KTM); 6. Shawn Gerber (125 KTM); 7. Ken Guio (430 Hus, OT); 8. Kelly Sorenson (125 KTM); 9. Chuck Wells (200 Hon); 10. Jerry Bishoff (430 Hus, OT).

Results

PEE WEE JR: 1. Richie Abrams (Yam); 2. Chris Tryon; 3. Leland Hofenbredl (Suz).
PEE WEE EX: 1. Jeff Daily (Yam); 2. Darren Davis (Yam); 3. Brett Anton (Yam).
MINI JR: 1. Charles Chase (Kaw); 2. Mike Crowell (Kaw); 3. Greg Werner (Suz).
MINI INT: 1. Jeff Miles (Yam); 2. Shane Whitaker (Yam); 3. Shane Cameron (Ka)w.
MINI EX: 1. Denny Fennell (Yam); 2. Todd Hoover (Kaw).
100 JR: 1. Jeff Hofenbredl (Suz); 2. Steve Hiersche (Yam); 3. Darren Cooper (Yam).
100 INT: 1. Bill Hrabik (Yam); 2. Mike Klettke (Suz); 3. Bob Korock (Suz).
125 JR: 1. Randy Webber (Yam); 2. Mike Ingebo (Yam); 3. Brian Kragerud (Yam).
125 INT: 1. Rick Bozarth (Suz); 2. Ted Harry (Suz); 3. Kenny Miller (Yam).
125 EX: 1. Denny Fennell (Yam); 2. Jeff Birkestol (Yam); 3. Bret Benson (Kaw).
125 PRO: 1. Steve Pless (Suz); 2. Kevin White (Yam); 3. Ted Holt (Suz).
250 JR: 1. Jerry Black (Kaw); 2. Greg Rector (Hon); 3. Gary Anderson (Yam).
250 INT: 1. Mark Freese (Suz); 2. Pat Nellis (Yam); 3. Mike Nyberg (Yam).
250 EX: 1. Shane Pielstick (Yam); 2. Jim Brockmeier (Suz); 3. Mike Whalen (Yam).
250 PRO: 1. Ron Sun (Hon); 2. Kevin Jansen (Kaw); 3. Robby Watilo (Yam).
OPEN JR: 1. Boyd Smith (Yam); 2. Robert Aquino (Hon); 3. Mike Rieck (Yam).
OPEN INT: 1. Rick Wylder (Kaw); 2. Greg Rodgers (Mai); 3. Dave Eakin (Hon).
OPEN PRO: 1. Ron Sun (Hon); 2. Darryl Zumstein (Mai); 3. Barney Newman (Mai).
OTH A: 1. Ron Long (Suz); 2. Jim Parks (Yam); 3. John English (Yam).
OTH B: 1. John Foster (Suz); 2. Rusty Garrison (Kaw); 3. Jerry Anderson (Suz).
OTH C: 1. David Tracy (Hus); 2. Gary Foster (C-A); 3. Jeff Clearwater (Suz).
OT EX: 1. Gary Bonds (Hon); 2. John McHaffie (Yam); 3. Jim Lamkin (Hon).
OT AM: 1. James McBryde (Yam); 2. Bud Down (Mai); 3. Norm DuVall (Yam).
OT NOV: 1. Nate House (Yam); 2. Gene Ford (Yam); 3. Neil Roman (Yam).

Central Pipeline

Kevin Davis squirts around a bend en route to second 250cc A at Boot Hill.

Wieder bests Boot Hill Enduro

By Geoff Hamilton
Photos by Skip McClure

RIO GRANDE NATIONAL FOREST, CO, JUNE 28

Drigan Wieder, riding a KTM 250, dropped five points on his way to the overall win, besting 360 riders at the third annual Boot Hill Enduro. The win, along with his second place behind John Fero at Crawford, puts Weider in first place in the Rocky Mountain Enduro Circuit.

Zack Elkins turned in a fine ride on his Can-Am, dropping seven points to edge the eight-point loss of Kevin Davis (KTM) and win the 250cc A class. Mike Hefftner (Yam) won the three-way tie at 15 points lost in the Open A class by edging out Roy Norgard (Yam) and Joe Coppedge (Mai) at the tie-breaker. Dave Bauerkemper (Yam) won the race to the tie-breaker in the 200cc A class beating Morrill Griffith (Yam) for first place at 14 points lost.

The course started out on jeep roads and had a timekeeper check at 3.6 miles. The next 18 mph section went into a rock garden and then onto a mile of rocky trail which had the A riders hustling to zero the awaiting check at 8.7 miles.

This was followed by more rocks; on trails, then meadows, then trails again which brought you to the third check at 16.8. Again, one had to be doing some good riding to zero this check. By this time, most riders were thinking that "Rocky" on the arrows was a description of the rest of the course, and not the supplier of the arrows.

There was a reset at 17.1, and then the average was kicked up to 21. Miles of jeep road through the scenic Rio Grande National Forest made it fairly easy to zero check four at 44.0 miles. Check five at 48.4 was also easy to zero. This check took you into a reset and the gas stop at 44.0.

The second half started out at 18 mph and took you onto the rocky trail that was used in the first half, just before the second check. The route chart showed the speed average being kicked up to 24 mph at 63.1, so you could go into this section hot and possibly zero the check at the end of the rocky trail, right? Wrong, the check had been moved up near the beginning of the rocky trail. This caught a few of the A riders hot. Great move by the Boot Hill Enduro Club.

Check seven at 71.1 was the real test for the A riders — an eight-mile hiking path called Cathedral Trail. There were lots of wet rocks, up and down, and switchbacks run at 24 mph. At the end was the tie-breaker and a reset.

The remainder of Cathedral Trail was run at 18 mph. A rock slide on the trail caused a bottleneck of about 30 to 40 riders when the later riders went through. There was *no* way around this one and late riders had to wait about 10-15 minutes to get a chance to ride. But the club once again showed great enduro sense by placing the eighth check far enough past the bottleneck (about 10 miles) so that it could be zeroed by the riders that were on time going into the section.

At about 94 miles, the trail reached the top of the 12,000-foot Bower's Peak (glad I wasn't on a 125). Quite a few of the riders experienced your basic Colorado summer afternoon hailstorm up there. Then it was through an observed check at about 96 miles, and what everybody was waiting for — the infamous Colorado Boulevard. Eight miles of rocks. Many people were pleased, however, as this year we got to go down the hill. Running it uphill last year was a bit much for quite a few of the riders. The finish line at 106.4, and that keg of beer, were a welcome sight to all.

The success story of the day belonged to Mike Hefftner and his wife, Debra. As mentioned earlier, Mike won the Open A class (this was his second enduro). Debra won the Ladies class with a fine score of 81. It was her first enduro. Something fishy going on here?

Congratulations are deserved by the Boot Hill Enduro Club for putting on a high quality enduro with excellent check placement.

Thanks should also be given to the Jones Goggles people for the goggles and the Oury people for the grips given out as contingencies, and to Jerry Countts (Countdown Engineering) for his timekeeping talk on Saturday.

With both of the RMEC events run this year being excellent, everyone is eagerly awaiting number three, the Regional Championship event on August 2 at Steamboat Springs. •

Results

OVERALL: 1. Drigan Wieder (5).
OPEN A: 1. Mike Hefftner (15); 2. Roy Norgard (15); 3. Joe Coppedge (15).
250 A: 1. Zach Elkins (7); 2. Kevin Davis (8); 3. Dennis Larratt (10).
200 A: 1. Dave Bauerkemper (14); 2. Morrill Griffith (14); 3. Douglas King (15).
125 A: 1. Steve Matthiesen (23).
OVERALL B: 1. Marv Long (15).
OPEN B: 1. Jim Stretch (19); 2. Wes Hjelm (21); 3. Allen Christy (26).
250 B: 1. Gary Davis (19); 2. John Brackbauer (21); 3. Joe Gutierrez (24).
200 B: 1. Paul Bay (24); 2. Richard Anderson (30); 3. Douglas Sandefer (32).
125 B: 1. Stephan Mills (72); 2. Chas Burns (84).
SR: 1. Al Hjelm (40); 2. John Evans (42); 3. Bill Greenlee (88).
LADIES: 1. Debra Hefftner (81); 2. Diane Kowardy (5th).

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250's, OPENS, VETS, SIDEHACKS — 15224 7th STREET, VICTORVILLE, CA 92392

RACE SCHEDULE

8:30 A. M.		
0 - 85/ All women		All Classes
9:30		
Des. Srs., MX Vets		Nov., Beg.
10:30		
86 - 175 / MX & Des		Nov., Beg.
11:30		
250s, Open Des. Vets.		Nov., Beg.
1:00 P.M.		
125s, 250s, Open MX & Des.		Int., Am.
2:00		
125s, 250, MX & Des		Experts Except for Vets
3:00		
Sidehacks		
4:00		
Open MX& Des.		Experts Incl. Des. Vets

QUEEN OF HEARTS PAGEANT
SATURDAY, AUGUST 1, 1980
7 PM

ALL CLUBS, CIVIC ORGANIZATIONS, BUSINESS MEN ETC ARE INVITED TO ENTER A CONTESTANT FOR THE "MISS QUEEN OF HEARTS" CONTEST

MUSIC & DANCING TO FOLLOW PAGEANT

GATES OPEN 4 P.M.

SAVE THE DESERT

DESERT DEFENDER

★ FIGHT THE SIERRA CLUB IN COURT
★ STOP THE BLM'S DESERT PLAN
★ PROTECT YOUR RIGHT TO RIDE

YOUR CONTRIBUTION IS NEEDED NOW TO CONTINUE OUR $100,000 LAWSUITS

SEND THIS COUPON WITH YOUR DONATION AND RECIEVE THIS DESERT DEFENDER DECAL

1/2 SIZE

DISTRICT 37 AMA

ENCLOSED IS MY TAX DEDUCTIBLE DONATION TO THE DISTRICT 37 LEGAL DEFENSE FUND FOR

☐$5 ☐$10 ☐$25 ☐$50 ☐$_____

SEND MY DESERT DEFENDER DECAL TO:

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CITY _____ STATE _____ ZIP _____

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

7/25	DuQuoin, IL/M
8/7	Hinsdale, IL/ST
8/9	Peoria, IL/TT
8/16	Pocono, PA/RR
8/22	Tulsa, OK/H-M
8/29-30	Indianapolis, IN/M
9/13	Syracuse, NY/M
9/20	San Jose, CA/M
9/26	Gardena, CA/H-M

AMA Superbike Road Race Series

8/16	Pocono, PA
9/13*	(Pro-Am) Kent, WA
10/4*	(Pro-Am) Daytona Beach, FL

(* Tentative)

AMA National Championship MX Series

8/2	Washougal, WA/125-500
8/16	Carlsbad, CA/125-500

AMA Supercross Series

11/14	San Diego, CA

Trans-USA MX Series

9/20	Lexington, OH
9/27	Buchanan, MI
10/4	New Berlin, NY
10/11	Houston, TX
10/18	Sacramento, CA

AMA National Enduro Schedule

Western Region

10/25 125-mi. Nat'l.
Mt. Baker M.C.
Bellingham, WA
206/733-1694

11/1 100-mi. Nat'l.
Checkpoints M.C.
Whittier, CA
213/691-4186

Central Region

9/13 100-mi. Nat'l.
IN/IL/KY Enduro Riders Assn.
Evansville, IN
812/867-2937

11/8 100-mi. Nat'l.
Tulsa Enduro Riders Assn.
Tulsa, OK
918/258-2641

Eastern Region

8/23 100-mi. Nat'l.
Greylock Riders M.C.
Pittsfield, MA
413/443-6369

National Drag Race Schedule NHRA/NMRA

8/8-9	NMRA Golden State Nat'ls., Fremont, CA
8/22-23	NMRA Western Nat'ls. Irvine, CA
9/5-7	NHRA U.S. Nat'ls. (Top Fuel & Sup. Elim.) Indianapolis, IN
10/3-4	NMRA U.S. Nat'ls. Atco, NJ
10/17-18	NHRA Winston World Finals (Top Fuel only) Orange, CA

AMA/Dragbike!

8/1-2	Union Grove, WI
8/7-8	Bell Fousche, SD
9/5-6	Cicero, NY
9/19-20	Columbus, OH
10/24-25	Jackson, TN
11/28-29	Gainesville, FL

IDBA

8/15-16	Cleveland, OH
9/12-13	Houston, TX
10/10-11	Gulfport, MS

AMA/Dragbike! Western Championship Series

7/25-26	E. Irvine, CA
10/24-25	Las Vegas, NV
11/14-15	Tucson, AZ

Battle of the Twins National Championship Road Race Series

7/25-26	Riverside, CA
8/1-2	Loudon, NH
8/15-16	Pocono, PA
9/12-13	Pocono, PA
10/3-4	Daytona Beach, FL
11/-	TBA
3/82	Daytona Beach, FL (Nat'l. Final)

SCORE Race Schedule

8/6-9	SCORE Off Road World Championship Riverside Int'l. Raceway Riverside, CA
9/25-27	SCORE Off Road Championship Sears Point Int'l. Raceway, Sonoma, CA
11/3-6	Baja 1000 Baja California, Mexico

AMA/ATA National Trials Series

9/5	Washington
9/6-7	Oregon
10/3-4	Illinois

World Championship Road Race Series

8/2	Silverstone, England
8/9	Imatra, Finland
8/16	Anderstorp, Sweden
8/30	Brno, Czechoslovakia

World Championship Endurance Race Series

7/26	Suzuka, Japan
8/15-16	Spa, Belgium
9/6	Mugello, Italy
9/27	England

World Championship MX Series

125cc

8/2	Finland
8/9	Czechoslovakia
8/16	Spain

250cc

7/26	NEW BERLIN, NY
8/9	Russia
8/16	Holland

500cc

7/26	Czechoslovakia
8/2	Belgium
8/9	Luxembourg

Sidecar

7/25	Whitehead, Ireland
8/2	Austria
8/9	France
8/23	Switzerland
8/30	Denmark

World Championship Trials Series

9/6	Finland
9/13	Sweden
9/20	Czechoslovakia
9/27	West Germany

Other Major Events Abroad

7/25	Intercontinental Speedway Final Vojens, Denmark
7/25	Continental Speedway Final Prague, Czechoslovakia
8/16	Speedway Team World Final Olching, W. Germany
8/22	Ulster Grand Prix Ireland
8/23	Sidecar World Grass Track Final Assen, Holland
9/5	Individual World Speedway Final Wembley, England
9/6	Trophee des Nations (250cc) Belgium
9/13	Motocross des Nations (500cc) West Germany
9/13	Solo World Grass Track Final Lussac, France
9/19-20	Bol d'Or Endurance Race Paul Ricard, France
9/20	World Long Track Final Gornja Radgona, Yugoslavia
9/27	Coupe des Nations (125cc) Italy
10/5-10	ISDE Isle of Elba, Italy

National Road Runs

8/2	Western Timed Road Run Clackaman, MO
8/3-8	Black Hills Motorcycle Classic, Sturgis, SD
8/11-15	Vetter Rally Waverly, TN
9/5-7	AMA Nat'l. Championship Poker Run Defiance, OH
9/5-7	Three Flags Classic Tijuana, Mexico—Vancouver, Canada
9/30-10/3	Aspencade Motorcyclist Convention Ruidoso, NM
10/11	Eastern Timed Road Run Holden, LA
11/28	CYCLE NEWS B-to-V Poker Run Barstow, CA—Las Vegas, NV

NMA Grand National Series Championship

8/12-16	Ponca City, OK

EVERY WEEK

Tuesday

AMA SPEEDWAY
Ventura Raceway, Ventura County Fairgrounds, Ventura, CA. N on 101 to California St. Div. 1-3. Gates open 7 p.m., race 8. Entry $7 riders, $5 mechanics, watch $4.50. Raceway Promotions. Info 805/985-5433 (Jim Naylor).

MINICYCLE RACES
Richmond Rod & Gun Club, 3155 Goodrick Ave., Richmond, CA. 100cc max., 17" wheels, riders must be at least 18. A/B/C/OT/PP classes + special club & 4-stroke races. Contingencies. Race 7 p.m. Entry $5, watch $2. Info 415/235-7322, 7447 (Stan).

Wednesday

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Show Fairgrounds, San Bernardino, CA. I-10 to 15E turn-off. Div. 1-3, $1225 guaranteed purse + $250 pt. fund or 30% gate. Free programs, parking; preferred parking avail. ($1 N end). Gates open 6:30 p.m., race 8. Entry $7 rider, $5 mech. American Raceways, Inc. Info 213/446-2241, 0969 (K. Rutherford), 714/884-4092 (track), 889-4554 (ticket booth).

CMC NIGHT MOTOCROSS
Baylands Raceway Park, Fremont, CA. Durham Rd. @ Hwy. 17. All CMC classes inc. Vets/OT. 30% trophies, 100% Pro p.b. Challenging course, new lighting, snack bar & grandstands. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4, jrs. $3, 8-12 $2. CMC lic. req., avail. @ track. Info 415/651-2545.

CMC NIGHT MOTOCROSS
Speedway 117, Chula Vista, CA. I-5 or 805 S to Junction 117, E 5½ mi. (end of Brown Field Airport). All classes + 3-wheelers & go-karts. Merchandise awards & trophies every night. 150% Pro p.b. Coca-Cola stadium-type track. Sign up 4:30 p.m., prac. 6-7, race 7:30. Entry $12. Info 714/690-6414.

Thursday

CALIFORNIA

CMC NIGHT MOTOCROSS
Ascot Park, 183rd & S. Vermont Ave., Gardena, CA. All classes inc. complete div. of Vets & OT. Challenging 5/8-mi. course, clean pits, good lighting, permanent restrooms & snack bars, free parking & grandstands. 30% trophies + Pro p.b. CMC lic. req., avail. @ track. Gates open 5 p.m., sign up closes 6:30, prac. 6-7, race 7:30. Entry $12, watch $4.50, jrs. $3.50, 8-12 $2. Info 714/557-3323.

R.A.C.E. MOTOCROSS
Orange County Int'l. Raceway, Irvine, CA. I-5 @ Sand Canyon Ave. or I-405 @ Irvine Center Dr. to Sand Canyon. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $7, non-memb. $9 (memb. not req.), Pros $15, watch $4, jrs. $3, under 12 $1. Info 714/552-5511 (Steve Crosby).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S&S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. 50—Open, separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 (Larry Hanson).

Friday

CALIFORNIA

AMA SPEEDWAY
Gold Country Fairgrounds, Auburn, CA. 30 mi. E of Sacramento off I-80. Div. 1-3 + Jr. Spdwy. $1225 purse. Gates open 6:30 p.m., race 8. Entry $7. Speedway Racing Ent. Info 916/448-7557, 485-7140 (Jann Houston).

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. San Diego Fwy. (405) to Newport Fwy. (55) S, rt. on Fair. Div. 1-3. Free parking & programs. Gates open 6:30 p.m., racing starts 8. Adult admission $5. International Speedway. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini—Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, 5305 Excelsior Rd., Sacramento, CA. E on Hwy. 50, S on Bradshaw Rd., E on Jackson, N on Excelsior. Professional lighting, 5/8-mi. course, free parking, new grandstands. Gates open 5 p.m., prac. 6, sign up 5:30-7, race 7:30. Info 916/363-2653.

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

NIGHT MOTOCROSS
Capitol City Night MX, Austin, TX. Adjacent to Austin MX Park, Hwy. 183 N of 7th St. Race 8 p.m. Info 713/482-7593.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston Rd., off Hwy. 59 N. All classes. Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $11, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

AMA SPEEDWAY
Town & Country Fairgounds, Napa, CA. Silverado Trail Rd. Div. 1-3 + Jrs. Pit gates open 6 p.m., race 7:30. Entry $7 mech. & rider. Call 1 wk. prior to race to get on program. Mother Goose Racing Ent. Info 707/252-8772, 702/252-0905 (Dennis Robinson).

AMA STADIUM MOTOCROSS
Altamont Motor Speedway, Altamont, CA. 7 mi. W of Tracy, take Grant Line Byron Rd. off 580 to Midway Rd. All classes, 100% Pro p.b. Gates open 3 p.m., sign up 3:30, prac. 4:30, race 6. Entry $13, Pro/Ex. $15 + $3. Info 209/835-1140 (Duke Southard).

D-36 SEMI-PRO SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. Hwy. 99E & Gage-Shippee Rd. exit. Mini—500, Sptsmn. & Semi-pro, cushion surface. AMA & D-36 rules enforced, Class C trac. & full leathers req. Gates open 5 p.m., prac. 7, race 8. Entry $8, Semi-pro $4, 2nd bike $6. Moural Associates. Info 916/342-0063 (Lowell/Eliz. Moural).

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

PRO-AM SHORT TRACK
Ross Downs, Hwy. 26, Colleyville, TX. Btwn. Grapevine & Ft. Worth. Micro Mini—750s, trophies & $. Gates open 6 p.m., prac. 6:30, race 8:30. Entry $6, Pros $10. Info 214/357-5058 (Bob Bagwell).

WASHINGTON

WASHINGTON FLAT TRACK
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini—Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee—Over 30, trophies, 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3991 (after 5 p.m.).

Every Sat. & Sun.

RUN WHAT YOU BRUNG STREET RACE
Brotherhood Raceway Park, Terminal Island, CA. Btwn. San Pedro & Long Beach, entrance on Ferry St., next to U.S. Customs Building. Gates open 8 a.m. to 6 p.m. Tech @ 8. Admission $5 to race or watch. Kids under 12 free. All policemen & firemen & their families admitted free. Brotherhood of Street Racers, Inc. Info 213/672-1814.

July 22

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

July 24

CALIFORNIA SUPERBIKE SCHOOL
Riverside Raceway, Riverside, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $120, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

CRC NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, running Int'l., Mini & ATC/Ody tracks. Prac. 7 p.m., race 8. Entry $10, Pros $15. CRC memb. req. Info 213/830-7519.

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. High point series, 100% Semi-pro & trophies. Gates open 5 p.m., prac. 6:30, race 8. Entry $8, Semi-pro $3, watch $3. M&D Promotions. Info 209/368-7182, 931-3722 (Barbara).

D-36 NIGHT SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. All classes, D-36 pts. & trophies only. Gates open 5 p.m., sign in 5:30, race 7. Entry $11, watch $4. D-36 rules enforced, no rider insur. Info 415/798-5695, 634-3328 (Tom Anderson).

July 25-26

D-37 PEPSI CHALLENGE DUAL EUROPEAN SCRAMBLES
Shadow Mountains, CA. 8 mi. N of Adelanto on Hwy. 395. Rescue 3 benefit. Two 10-mi. loops, all welcome, memb. not req. Participant pins, prizes. Start 8 a.m. Entry $13. Badgers M.C. Info 213/368-1025 (Bob Morris), 894-1452 (Tom Edmonds), 805/944-4865 (Dick Postma).

AMA AREA 9 AMATEUR & YOUTH QUALIFIER/D-37 & DeANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, AMA Prog. Pro & D-37 MX pts. 30% same day trophies to Sptsmn. 100% Pee Wee trophies. Youth & Support classes run Sat.; Amateur & Support classes run Sun. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Park open 7 days. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping. Info 714/653-8068, 5840, 7979.

AFM/BUDWEISER SIX-HOUR ENDURANCE ROAD RACE
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E of town, take Day St. exit to track. Sat: gates open 7 a.m., heat races 12:30 p.m., 2-hr. race 3:15. Gen. adm. $5, garage pass $3. Sun: gates open 7, 250cc GP race 10, Twins race 10:45, 6-Hr. noon. Gen. adm. $8, garage pass $3. SuperTicket $15 (inc. adm. & garage pass both days). Women half price, under 12 free. Tickets avail. @ Ticketron. Info 714/523-3892.

July 25

PHOENIX NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1 1/2 mi. W of 99th Ave. & Carefree Hwy. Beg.-Ex., 100% p.b. Gates open 3:30 p.m., prac. 5:30. Entry $10/$14. Info 602/931-3698 (Bob Dean).

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

BOLADO NIGHT SHORT TRACK
Bolado Park, Hollister, CA. On Hwy. 25. All classes to 500cc. Gates open 5:30 p.m., prac. 6:30. Entry $5, Ex. $11 ($5 p.b.). Monterey Bay Rams M.C. Info 408/394-8225 (Bob Rosa).

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. Nat'l. qualifier, no Semi-pro or Pro riders, special trophies. Gates open 5 p.m., prac. 6:30, race 8. Entry $8/bike, watch $3. Lodi M.C. Info 209/368-7182, 931-3722 (Barbara).

July 26

D-28 MOTOCROSS
Mt. View Cycle Park, Sandy, OR. Entry $9, Prog. Pro $14, (100% p.b.). Admission $4, 7-11 & Sr. citizens $2. Info 503/668-6990.

WOODSIDE MOTOCROSS
Sandpoint, ID. 5 mi. N of town. 60-Open inc. Over 30 & Beg.; 30% trophies, 100% Pro p.b. Natural terrain, good dirt, no rocks, grass pits & infield. No camping on grounds, avail. nearby. Gates open 8 a.m., prac. 9-10, race 10:30. Entry $9, Pros $15, watch $2.50. Woodside Motocross Club. Info 208/263-4587 (Ernie Schoeffel).

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Desert Rescue Team

R.A.C.E.
SCHEDULE

WED	July 22 FLAT TRACK	Corona
THURS	July 23 GP KARTS	Corona
THURS	July 23 MOTOCROSS	O.C.I.R.
FRI	July 24 MOTOCROSS	Corona
THURS	July 30 MOTOCROSS	O.C.I.R.
FRI	July 31 MOTOCROSS	Corona
THURS	Aug. 6 ODYS, 3 WHLRS	Corona

Open 7 Days 714-558-1584
CMC-MX, ITA Trials } 1st & 3rd Sundays
CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
SADDLEBACK PARK

CRC
RACE SCHEDULE
JULY 24 — MOTOCROSS
Indian Dunes — Friday Night
JULY 26 — MOTOCROSS
Saddleback — IRC Tri Race Series
AUG. 2 — MOTOCROSS
Indian Dunes — IRC Tri Race Series
AUG. 9 — MOTOCROSS
Saddleback — IRC Tri Race Series
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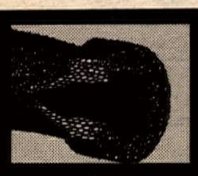

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YAMAHA PERPETUAL GOLD CUP MOTOCROSS SERIES
Thurston-Grays Harbor ORV Park, Olympia, WA. Pee Wee—Masters + 3-wheelers, 33% trophies, $3000 Pro p.b. to 8 places. Series $ & contingencies, must ride 8 events to qualify. Final race of series. Entry $10 + gate, Pros $25 + gate. Info 206/845-2505 (Bob Lindsey).

CMC MOTOCROSS
Riverfront Track, Marysville MX Track, Marysville, CA. All classes inc. Stk. & Mod. Minis, full Vets & OT divisions. Dbl. pts., 30% trophies, 100% Pro p.b., 3-ft. 1st place Sptsmn. trophies, $50 IRC bonus to Pro winners using IRC tires. Gates open 7:30 a.m., prac. 8, sign up closes 9, race 10. Entry $10, Pros $15, gate $3. No lic. req. Info 916/988-8322, 714/557-3323.

LUMBERJACK ONE-DAY RELIABILITY ENDURO
Lumberjack Saloon, Lolo, MT. 16 mi. W of town on Hwy. 12 then N 1 mi. 75 miles, 100-rider limit. 125/200/250/Open/Mtn. Man (Over 35); 2 special tests min. Frt. # plate & USFS spark arrestor req., skid plate & low gearing suggested. Sign up 7-9 a.m., gas truck leaves 8:30, bikes impounded till 9, riders mtg. 9, start 10. Entry $15, non-MIMA memb. $17. Live band Sat. night; free camping. ISDE rules. Larry Hamilton, Box 412, Lolo, MT 59847. 406/273-6909.

WILLAMETTE VALLEY M.C. POKER RUN
Brown's Camp, OR. follow signs 5 mi. W of Glenwood. Beg. trophies, med. & hard cash, 60% p.b. Start 10 a.m., cut-off 3. Entry $3 Beg., $4 Med.,, $5 Hard. Night poker run Sat., start @ dusk, entry $4, trophies. Info 503/642-2417 (Steve Herreid), 244-7812 (Boyd Wilson).

TEXAS ENDURO
Sam Houston Nat'l. Forest, TX. Take I-45 N to New Waverly exit (FM 1375), turn left & go straight, follow arrows to 4-corners intersection & turn left, follow arrows 1.8 mi. Youth/Jr. Boys & Girls/Nov./Ex./Doubles/Couples/Family/Team classes. Requirements: helmets/silencers & spark arrestors (86 dbA @ 50')/minor release. 1st loop starts 9:01 a.m., 2nd loop 1:01 p.m. Entry $6, non-memb. $12, extra classes $6. Trail Riders of Houston. Info 713/233-0713 (Paul Cotton).

MONTANA STATE HILL CLIMB CHAMPIONSHIP
Billings, MT. 1 1/2 mi. E of new South Bridge. $4500 guaranteed purse. 5 classes; 250 class, trophies only; special Unlimited class, anything goes. Max. wheelbase 66" axle to axle except for Unlimiteds. $100 for new hill record for fastest time over. Sign up closes 8:30 a.m., start 9. Entry $20/bike. Billings M.C. Info 406/248-1982 (Darrell Devitt).

SAN FRANCISCO PEAKS FAMILY ENDURO
Flagstaff, AZ. 13 mi. N of town on Hwy. 89, follow markers. 125/200/250/Open, A/B/C; trophies to 5th, finisher pins. Net proceeds go to muscular dystrophy. Approx. 100 mi., elev. 6-10,000', USFS-approved spark arrestors req. Key time 8 a.m. Pre-entry (deadline 7/12) $20, C $15; post $25, C $20. Coconimo Trail Riders Assn. Mail entries to Greg Neal, 5220 Duquesne, Flagstaff, AZ 86001. 602/526-9050.

D-36 MOTOCROSS
Prairie City OHV Park, Sacramento, CA. All District classes, bonus trophies, 100% Semi-pro p.b. Free O/N camping, good food/concessions, Parts in the Pits. No dogs/bicycles/pit riding. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $13, Semi-pro $15 + $5, watch $4, kids $1. Boss MX. Info 209/952-3528, 415/829-5330 (Fred Dion).

CROSS-UP MOTOCROSS
Cross-Up Raceway, Bend, OR. 7 mi. N of town. Mini Mini-Open Pro, 100% Pro p.b. if enough for classes. Supercross-style MX. Gates open 8 a.m., prac. 9, race 10. Entry $7, Pros $10. Central Oregon Racing. Info 503/382-8522 (Dave Link), 363-0030 (Suanne Light).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. All classes, Beg.-Ex., $ to Pros, 30% trophies. Gates open 7 a.m., prac. 8, race 9:30. No memb. req. Info 714/887-1560 (Arroyo), 359-1433 (IRA).

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 off Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593; 817/694-2901.

MABTON MOTOCROSS
Mabton Dunes, Mabton, WA. 2 mi. W of town on Hwy. 22. No memb. req., women race free. 100% Pro p.b., 30% trophies, 50% Pee Wee trophies. More water for track. Gates open 7 a.m., prac. 8:30, race 10. Entry $10, Pros $15. Mabton Dunes MX. Info 509/962-9291 (Frank Mierau).

AME MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% Sptsmn. trophies, p.b. to Pros. Gates open 7 a.m., prac. 8, race 9. Post entry $10, Pros $13. AME lic. req. Info 213/881-5778.

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $1[illegible] Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All welcome, free O/N parking. 50% trophies, to Mini & Vets, 30% same day Sptsmn. trophies, cash p.b. to Ex. Gates open 7 a.m., prac. 8, race 9:30. Entry $9, Ex. $15. Nick Brajevich 714/245-7339.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

July 31

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. High point series, 100% Semi-pro & trophies. Gates open 5 p.m., prac. 6:30, race 8. Entry $8, Semi-pro $3, watch $3. M&D Promotions. Info 209/368-7182, 931-3722 (Barbara).

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes, 30% trophies, 100% Pro p.b. Sign up 6 p.m., prac. 7, race 8. Entry $10, Pros $15. AME lic. req. Info 213/881-5778.

August 1-2

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies, 100% Semipro p.b. Free O/N camping, swimming, fishing (bring license). Parts in the Pits. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 8:30. Entry $13, Semi-pro $15 + $5 park fee, watch $4, 6-12 $1. Argyll Park Promotions. Info 916/678-3592, 9956 (Buel Campbell).

TEXAS MOTOCROSS DOUBLE HEADER
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8 places in Nov. classes. Concessions, showers, bathrooms. Entry $8, Ex. $15, gate $4. Sat. sign in 6 p.m., race 8. Sun. prac. 8 a.m., race 10. Conroe Suzuki, 610 Loop 336, Conroe, TX 77301. 713/756-4114, 273-2336 (track).

CALIFORNIA SUPERBIKE SCHOOL
Laguna Seca Raceway, Monterey, CA. Everything provided: bikes & gear, classroom seminar & track time. Morning & afternoon sessions. Tuition $130, machine damage policy (voluntary) $7, medical insurance ($5000 coverage) $10. Advance reservations req. CSS, PO Box 3743, Manhattan Beach, CA 90266. 213/484-9323.

August 1

D-37 LIGHTS ON ENDURO
Sidewinder Road, Barstow, CA. D-37 rules, pts., trophies. Two loops, approx. 80 mi. Start 9 p.m. Mail entry (enclose 3 SASE) $16, post $21, non-memb. add $3. Drawing 7/22 @ 8 p.m. Pasadena M.C., 21 E. Howard, Pasadena, CA 91103. Info 213/797-9567 (Bruce Merwin).

R.A.C.E. SHORT TRACK & TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. Mini-Open + Pee Wees & ATC. 30% trophies, 65% Ex. p.b. (min.). Class C trac. req. on r. wheel only. Gates open 5 p.m., prac. 6, riders mtg. 7:15, race 7:30. Entry $10, Ex. $14. watch $4, 6-12 $2. Info 602/843-1124, 938-2618 (Marlow Parks).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, 30% trophies, 100% Pro p.b. Gates open 5 p.m., prac. 7, race 8. Post entry $10, Pros $15. AME lic. req. Free O/N camping. Info 213/881-5778.

CMC NIGHT MOTOCROSS
Huron Cycle Park, Huron, CA. I-5 N to 269 Hwy., signs to town; I-5 S to 198 Hwy., E on 269 to town. All classes, 30% trophies. Gates open 4 p.m., prac. 6, race 7:30. Entry $10, Pros $15. Free O/N camping. Info 209/945-2664 (Rick Worth).

D-36 SHORT TRACK
Lodi Cycle Bowl, 5801 Morse Rd., Lodi, CA. 100% Semi-pro, trophies. Gates open 5 p.m., prac. 6:30, race 8. Entry $8/bike, Semi-pro $3, watch $3. Lodi M.C. Info 209/368-7182, 931-3722 (Barbara).

August 2

AMA 125/500cc MOTOCROSS NATIONAL
Washougal MX Park, Washougal, WA. E of Vancouver, WA on Hwy. 14 to town, follow Nat'l signs. $13,000 purse, 125/500cc National stars. Ethnic food booths, "U.S. #1 track," hoopla for all, etc. Good fun, come & see us. Gates open 7 a.m., prac. 8:30, qual. 10. N.W. Motocross Enterprises. Info 503/620-5301 (days), 643-4022 (nights, Action OZ).

SRA CARLSBAD GP
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off I-5. All new course — MX, off-road, pavement. Finisher pins, 20% trophies. 201-Open & Srs. prac. 8 a.m., race in a.m. 0-200cc prac. 12:30 p.m., race in p.m. Entry $12 mail, $15 post. SRA lic. req. Info 714/828-1358.

TIMBERLINE ENDURO
Steamboat Springs, CO. Approx. 100 mi., not a novice enduro. AMA Region 6/RMEC championship. 125/200/250/Open A & B + Sr. Open, Over 40. 350 rider max. 10% trophies. Entry $22. Timberline Trailriders, Inc. Info 303/879-0167 (Thunder Motors, Inc.).

D-37 HAVE A HEART GRAN PRIX
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, trophies, finisher pins, D-37 pts., proceeds to American Heart Assn., John Sherman Memorial trophy to Sidehack winners. Park & desert course. Queen of Hearts pageant Sat. 7 p.m. (gates open 4), music & dancing after. Gates open 7 a.m. Sun., 1st race 8:30. Mail entry (deadline 7/24) $18, post $25. O/N parking. Info 714/245-7339.

D-36 MOTOCROSS
Argyll Park, Dixon, CA. 11 mi. S of town on Hwy. 113. All classes, bonus trophies to 30%, 100% Ex. p.b., 1-3 place trophy winners receive free ride next event. Free O/N camping, new ambulance service w/back-up, 2 water vehicles, concessions, Parts in the Pits. Gates open 6:30 a.m., sign up 7, prac. 7:30, race 9. Entry $13, Ex. $15 + $5 park fee, watch $4. Info 916/678-3592 (S. Brown), 9956 (B. Campbell).

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash to Pros, 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

CRC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd. E. All classes. 2 long motos & cash for Pros. 2 motos & brass for Sptsmn. Entry $10, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $8, Pros $12, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

IRA MOTOCROSS
Arroyo Cycle Park, San Bernardino, CA. About 10 mi. N of town on I-15E, off @ Palm Ave., turn left & follow signs. All classes, Beg.-Ex., $ to Pros, 30% trophies. Gates open 7 a.m., prac. 8, race 9:30. No memb. req. Info 714/887-1560 (Arroyo), 359-1433 (IRA).

TULSA MOTOCROSS
Tulsa, OK. 1/2 mi. N. of old Odyssey track or 1/4 mi. S. of Tulsa Drag Strip off Hwy. 169 N. All classes, 30% trophies, 100% Ex. p.b. All new natural terrain track, 128-ft. start gate. Prac. 9 a.m., riders mtg. 10, race 10:30. Entry $8, Ex. $15. Tulsa Area Motorsports, Inc. Info 918/258-1121, 6129 (Marsha Harmon).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

August 7-9

BRIDGESTONE-SCORE WORLD CHAMPIONSHIP OFF-ROAD RACE
Riverside Int'l. Raceway, Riverside, CA. Hwy. 60 E ot town, Day St. exit to track. Regular SCORE classes + 0-200/201-250/251-Open 3-wheel classes (50% cash p.b. on entries + special American Honda $1500 bonus). SCORE rules apply, memb. req. Contact SCORE Int'l. for entry forms & rules. 213/889-9216.

August 8-9

D-28 MOTOCROSS
Mulkey ORV Park, McMinnville, OR. Entry $9, Prog. Pro $14 (100% p.b.), admission $4, 7-11 & Sr. citizens $2. Info 503/472-2475.

Road Runs

July 25-26

NORTH CROSS RALLY
City Park, Winthrop, WA. I-5 N to Burlington, E on Hwy. 20 to town. Poker run, trophies, prizes, pins & bars. Bike judging. 1st prize — 1 set Harley leathers. Dancing, free beer to participants 21 & over, free camping. Pre-entry (closes 7/1) $10 ea., $15 @ gate. Road Jammers M.C. Info 206/734-4456 (Leo Ruswick).

August 2

BRITISH ROAD RIDE
JRC Engineering, 11640 Coley River Cir., Fountain Valley, CA. 150-mi. southern loop — Oceanside, Fallbrook, Lake Elsinore, back to JRC. Trophies. Info 714/556-9812 (John Calicchio).

September 5-7

10TH ANNUAL KRAUSER RALLYE
Munich, West Germany. Fast-paced, 500-mi. excursion through Germany, Austria, Italy & Switzerland. Riders divided into 15 groups; assembly accompanied by Rallye van, 8 cars, 2 support vans & 1 ambulance. Krauser USA, 6909 216th Southwest, Lynnwood, WA 98036. 206/771-8865 (Gary Bixler).

September 10-13

MEET ME IN ST. LOUIS TOUR
St. Louis, MO. Poker run, field events, observation run, bike show, tours, swimming, tour pins, patches, attendance prizes & trophies. Dinner & dance 9/12. AMA-sanc. Pre-entry $20, post $23; non-AMA memb. $23/$26. St. Louis Street Riders, c/o Tom Russell, President, 2848 Osage, St. Louis, MO 63118. 314/351-8365.

June 29-Oct. 2

GUIDED BACKCOUNTRY TRAIL RIDES
Zeke's Backcountry Fraternal Assn., 1853 San Larue, Twin Falls, ID 83301. Adventures from 1 day to 2 weeks, no repetition of routes. Limited first come, first served reservations; now booking. Annual memb. $100, daily registration $25. Info 208/733-1315 (Zeke Miller).

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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INDIAN DUNES
Aug. 1-15
SPROCKETS PARK
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SRA Schedule
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P.O. Box 1523, Laguna Beach, CA 92651

RESULTS

MRA Road Race
Pueblo, CO
May 31, 1981
By Norm Meyer

BEG	
Mike Farmer	
Steve Nash	
Chuck Gilchrest	
BOX STOCK	
Rusty Wills	
Dale Kirstein	
Peter Perez	
COLORADO CLASS	
Mike Cameron	
Raymond Schmid	
Dan Noyes	
555 SUPERBIKE	
Bob Waldo	
Norm Meyer	
Steve Doyle	
850 SUPERBIKE	
Bob Waldo	
Norm Meyer	
Steve Doyle	
OPEN SUPERBIKE	
Brian Fenton	
Mike Cameron	
Norm Meyer	
555 PROD	
Norm Meyer	
Mike Cameron	
John Flieder	
850 PROD	
Norm Meyer	
Mike Cameron	
Bo Dewberry	
OPEN PROD	
Norm Meyer	
Mike Pettiford	
Todd Litton	
FORMULA 1	
Meryln Plumlee	
Norm Meyer	
Dan Walker	
FORMULA III	
Meryln Plumlee	
Bob Waldo	
Mike Cameron	

Short Track
Cycleland Speedway
Chico, CA
July 4, 1981
By Little Rich

80 NOV	
Chris Carter	Yam
Joey Bolen	Suz
125 NOV	
Troy Decoque	Hon
Jeff Mendes	Suz
Todd Eckles	Bul
250 NOV	
Jeff Mendes	Bul
Mark Schmeck	Bul
250 JR	
George Cummins	Yam
Mike Cagle	Kaw
Tom Polito	—
250 EX	
Ken Gray	Bul
Dave Ryan	Yam
Dirk Sauer	—
500 NOV/JR	
John Lamont (Jr)	Hon
Jeff Neva (Nov)	Hon
500 EX	
Dave Ryan	Yam
Ken Gray	Hon

Stadium Motocross
Sacramento Raceway
Sacramento, CA
July 10, 1981
By Jennet M. Smith

125 EX	
Greg Mechallic	Suz
Jimmy Robertson	Suz
Mark Dawson	Yam
250 EX	
Jimmy Robertson	Suz
Mark Zeissker	Suz
Beau Magley	Yam
OPEN EX	
Tim Phillis	Mai
John Scruggs	Mai
80 INT	
Charlie Venegas	Yam
Jason Mackenroth	Yam
Gary Smith	Yam
125 INT	
Scott Stanley	Suz
Jeff Hammond	Suz
Rick Gensel	Yam
250 INT	
Ken Skutley	KTM
Al Griego	Mai
Jim Horn	Yam
OPEN INT	
Paul Vogel	Hon
Tom Sweeney	Mai
Corey Parsons	Mai
60 INT	
Jamie Wooten	Yam
Jimmy Fillippello	Suz
Brian Walters	Suz
PP EX	
Debbie Jamerson	Yam
PP NOV	
Danita Ferris	Yam
Leah Arvizu	Kaw
Tracy Gallo	Yam
VET EX	
Art McDade	Mai
Fred Strunk	Mai
VET INT	
Duane Dawson	Yam
Stan Hart	Yam
Cliff Deeds	Mai
VET NOV	
Brian Vermette	Suz
John Winters	Mai
Walter Glenn	Mai
OT EX	
Fred Strunk	Mai
OT INT	
Cliff Deeds	Mai
Harold Noell	Mai
Jeff Gallo	Mai
OT NOV	
Bob Perkins	Yam
Ralph Thomure	Kaw
Tom Paulson	Kaw
80 NOV DIV 1	
Al Rolls	Yam
Carl Lindmann	Yam
Scott Seamans	Suz
80 NOV DIV 2	
Carl Lindmann	Hon
Frankie Bogan	Suz
Scott Seamans	Suz
125 NOV DIV 1	
Mike Wenzel	Suz
James Cunningham	Suz
Dexter Hayhurst	Suz
125 NOV DIV 2	
Tim Copeland	Yam
Troy Glaros	Yam
Michael Hadin	Suz
125 NOV DIV 3	
Billy Brazil	Yam
James Cunningham	Suz
Jim Sizemore	Suz
250 NOV DIV 1	
Bill Connelly	Yam
Ed Golden	Yam
Matt Walk	Mai
250 NOV DIV 2	
Randy Dawson	Yam
Gary Reust	Hon
Robert Cooper	Hon
100 NOV	
Chris Hudspeth	Suz
Mike Echelmuir	Yam
Odie Bardwil	Suz
OPEN NOV	
Tim O'Hara	Kaw
Art McDade	Mai
Joey Nail	Yam

Motocross
Argyll Park
Dixon, CA
July 4-5, 1981
By J. Brown

OPEN JR	
Tom Sweeney	
OPEN NOV	
Dave Leat	
Terry Luker	
OT	
Larry Bubak	1st Ex
Chuck Watson	1st Jr.
Geo. McCall	1st Nov
MINI NOV	
Mike Pascarella	
Tyrome Earl	
Tim Stroup	
VETS	
Steve Ferroni	1st Ex
Bryon Roloff	1st Jr.
Michael Smith	1st Nov.
MINI JR/EX	
Tim Aston	1st Ex
Tim Baxter	1st Jr.
Gary Smith	2nd Jr.
125 JR	
Randy Collins	
John Roitinger	
125 NOV	
Tim Rosenberg	
Phillip Rose	
Chris Heyman	
Frank Signist	
250 JR	
Bill Fernandez	
Al Griego	
250 NOV	
Alex Stroup	
Theo Bernhard	
Mike Stirling	
100	
Ray Freitas	1st Ex
Chad Chastain	1st Jr.
Jamie Parker	1st Nov
PP	
Debbie Jamerson	1st Ex
Nina Bevilacqua	1st Jr.
Tracy Gallo	1st Nov
Dianna Lenerd	2nd Nov
125 EX	
Dan Turner	
Mike Preston	
Jon Nelson	
Rodney Smith	
250 EX	
David Wood	
Rodney Smith	
Brad Emery	
Randy Chapman	
OPEN EX	
Larry Dashiell	
Bob Davis	

Cross-Up Raceway
Summer Series MX
Point Standings as of
June 14, 1981
Bend, OR
By Suanne L. Light

80	
Dan Hendricks	135
Kyle Buckner	95
Chuck Valenzuela	88
Chad Guzman	81
Daren Fleming	42
100	
Kyle Buckner	70
Rick Justice	44
Chris Humphrey	31
125	
Dan Wagner	100
Terry Shine	84
Corey Graves	44
Lynn Graves	40
Larry Brumwell	31
250	
Les Link	50
Don Engstrom	44
Keith Engstrom	40
Drew Barney	37
Jay Loundigan	35
OPEN	
Les Link	50
Barry Frazier	44
Ray LaRoque	37
Kevin Grant	35
Larry Knight	24
PRO	
Clay Light	131
Mike Holbrook	67
Mike Danial	60
John Ayere	53
Joe Knight	45
David Van Epps	44
Kirk Coleman	40
Richard Earle	37
Roger Norris	35
Johnny Baltzor	28

Final CRC Yamaha-Budweiser Series Point Standings

50/60	
Chris Cole	104
Duane DeArman	75
Steven Kotajarvi	73
Bubba Erickson	47
Shane Trittler	35
Gary Morton	33
Paul Mathews	24
80	
Craig White	145
Dan Hammock	103
B.J. Hahn	96
Gary Yoshino	82
Randy Gatica	71
Jeff Barbacovi	70
Chris Cole	63
Richard Fleming	51
Keith Vensel	50
Dave Perry	46
Doug Doody	43
Kenny Daniels	37
Lance Johnson	37
Shawn Davidson	36
Bob Simons	31
VET	
Ken Ratzloff	120
Robert Dahlgren	103
Dan Moore	99
Roland Thompson	94
Ron Cole	88
Rick Swanson	79
Milt Muller	64
Bob Crosta	40
Phil Noseworthy	36
John White	34
Bob Barr	34
Bob Hayes	27
Gary Richter	24
Ron Clawson	23
Dave Davidson	22
Bob Crandall	20
100	
Jerry Anker	87
Jason Davenport	76
Kelly Virchow	70
Mario Barbero	59
Cam Johnson	57
Steve Moreno	45
Mark Davenport	44
Jerry Moreno	27
Colin Ryan	21
Jim Spotts	21
OPEN	
Russ Davidson	126
Don Glover	123
Bob Casper	121
Sam Maute	97
Jim Carter	91
John Reed	79
Chris Dowell	78
Adam Ford	75
Randy Morales	64
Les Armbruster	64
Garrie Turcotte	63
Brett Simonson	32
125	
Gary Bowman	171
Tyrone Nexsen	149
Dave Moore	139
Kenny Aitken	111
Perry Hildebrand	110
Zoli Meszaros	102
Don Kokinda	100
Ed Eckert	97
Gary Curtis	85
Cary Contratto	84
Mark Milan	73
Jack Greenberg	70
Mark Horton	68
Mike Inman	67
Dafin Maddox	59
Steve Nelson	57
K.C. Maddox	57
Ed Hall	57
Lloyd Thomas	52
Scott Jeffers	50
Rob Rundle	50
Brian Calderon	49
Ron Bechard	46
Jerry Olivas	43
Sam Matranga	42
Mike Moore	41
250	
Steve Marquez	143
Jeff Jones	139
Joe Bauer	137
Scott Boek	131
Kevin Brooks	109
Dale Hallock	103
Tim Inman	100
Mike Corbett	82
Reggie Lamson	81
Robert Sena	80
Rob Petrin	75
Randy Morales	69
Michael Tarkington	68
Steve Gabrielson	55
Marc Johnson	55
Chuck Penny, Jr.	51
Jeff Haas	48
Ian FitzGibbon	45
Jay Zupan	45
Vince DiPiazza	44
Patrick Mortimer	43
Mark Ehranborg	43
Mark Black	41
Greg Levine	39
Derek Borg	39
Keith McMillan	38
Jeff Aubery	36
Todd McDonald	35
Mark Marino	35
125 PRO	
Roger Hensley	122
Jeff Stafford	120
A.J. Whiting	110
John Whelchel	72
Darel Francis	36
Rick Johnson	31
250 PRO	
John Whelchel	125
A.J. Whiting	70
Pete Snorteland	56
Jim Tarantino	51
Willie Simons	49
Bob Kline	49
OPEN PRO	
Bill Hagen	112
Bob Schult	84
Tracy Oswell	57
Pete Snorteland	55
Jim Coffey	47
Mike Wickersham	34

D-37 Senior Division Point Standings Through June 28, 1981

HYWT DIV	
1. Morris Norman	1970
2. Lee Elias	1560
3. David R. Deichman	1450
4. Dennis Klein	1350
5. Arthur Knapp	1300
6. Ron Surber	1290
7. Robert H. Morris	1175
8. Robert Webb	1085
9. George Zuber	1080
10. Danny S. Drew	1070
11. Norm Stuart	1065
12. Suzuki Art	1030
13. Alyn Beckstead	920
14. Irvin Sinclair	895
15. Ronald Heatherington	825
16. Jim Peterson	810
17. Lauren J. Tuohino	750
18. Edward Farrell	750
19. Joel Gillingwators	705
20. Charles L. Morris	680
21. Allan A. Torkko	680
22. Virgil French	660
23. Mickey W. Freeny	660
24. Al Wilkerson	630
25. Rod Lawrence	595
26. Richard E. Bush	580
27. Bob Burch	535
28. Harry Reed	470
29. Alan L. Thomas	465
30. Bob Perkins	460
31. Tom Morgan	425
32. Bob McCurnin	425
33. Jim Main	410
34. Robert W. Jones	350
35. Jack T. Kelly	345
36. Lawrence Nicholson	340
37. Boris Dobrotin	325
38. Ron Hubbard	320
39. Joe L. Bilotta	300
40. Richard Diuri	290
41. Dick King	285
42. Neal S. Johnson	280
43. Jack L. Kaplan	280
44. Jack Myrick	270
45. Clint Swafford	265
46. Lowell Milton	260
47. Don Watkins	260
48. Bruce Dresser	250
49. Mike Hinshaw	245
50. K.J. "Bud" Campbell	235
LTWT DIV I	
1. Alfred Guzman	2140
2. Paul Ziegler	2030
3. Dick Postma	1840
4. Ronald L. Bebo	1640
5. Don Whitehorn	1600
6. Richard Burley	1440
7. Valaro O. Morris	1030
8. Harold L. Cooper	1000
9. Art Cossio	970
10. James R. Sers	680
11. Charlie Goodban	540
12. Stanley J. Herriot	480
13. Lonas Kralik	420
14. Sid Ahuero	370
15. Rudy Willis	330
16. Wendell Rapp	320
17. Harold Giese	320
18. Jack A. Puckett	310
19. Rick Hammell	300
20. Jim Main	290
21. Hal Hallgrath	250
22. Dick Evans	220
23. Pat Gunther	210
24. Gary B. Charters	200
25. Joe J. Paiement	180
LTWT DIV II	
1. James "Duke" Harris	2120
2. Gary B. Charters, Sr.	2000
3. Willie Eveland	1310
4. Richard K. Hansing	1090
5. Mike Farris	1010
6. Mel Teney	800
7. Pat Dempsey	740
8. Robert W. Tartter	650
9. Dow D. "Bud" Gowing	600
10. Bill Stewart	490
11. James M. Moore	430
12. Clint Danial	380
13. Don Torgeson	330
14. Norman N. Peterson	320
15. James Wilson	310
16. Tom Webb	300
17. George Purser	230
18. Alfred Guzman	170
19. Richard Zazueta, Sr.	170
20. Francis A. Christensen	160
21. Dave Barr	130
22. Bob E. Shaw	130
23. Jim Collister	120
24. Bob Hallahan	110
25. Tom Burroughs	110
CLUB	
1. Invaders M.C.	6535
2. Shamrock M.C.	5805
3. Badgers M.C.	5700
4. H.B. M.C.	4930
5. 100's M.C.	4095
6. Rovers M.C.	3965
7. Desert M.C.	3855
8. Masterlinks M.C.	3755
9. Lost Coyotes M.C.	3700
10. So. Cal. M.C.	2705
11. Four Aces M.C.	2655
12. Checkers M.C.	2625
13. Barbarians M.C.	2610
14. Dusters M.C.	2240
15. Brush Busters M.C.	2020
16. Desert Foxes M.C.	1840
17. Desert Vipers M.C.	1590
18. S.B. M.C.	1290
19. Desert Rats M.C.	1285
20. Viewfinders M.C.	1020
21. Desert Raiders M.C.	630
22. Simi Valley M.C.	605
23. Sled Riders M.C.	430
24. Prairie Dogs M.C.	410
25. Prospectors M.C.	395

Clarks Branch MX Points Standings as of June 28, 1981
Roseburg, OR
By Suanne Light

PEE WEE INT	
Montey Spalding	12
Darren Davis	11
Jeff Daily	10
MINI INT	
Anthony Valemzuela	16
Mike Narkiewicz	9
Courtney Schaffer	6
MINI EX	
Don Church	8
100 INT	
Jim Kragness	12
Kevin Mailard	11
Becky Roberts	7
OT	
Wayne Longworth	13
Bill Row	10
Jim Spaulding	10
125 INT	
Ted Perrpord	17
Dennis Pool	15
Jeff Toedmeier	11
250 INT	
Clayton Greir	16
Wes Roberts	15
Mark Freese	11
OPEN INT	
Guy Toedmeier	19
Jim Jones	13
Greg Wiley	11

ARRA
Point Standings Through June 28, 81
By Lori Tyson

50 GP	
S. Piva	8
D. Hale	5
S. Hale	3
100 GP	
D. Behrman	31
E. Smith	4
125 GP	
T. Brown	31
D. Lowell	16
T. DeWitt	15
200 GP	
T. Nelson	22
D. Nelson	18
F. Juliussen	11
250 GP	
D. Emde	20
G. Martin	18
B. Elliot	16
500 GP	
B. Elliot	19
R. Galindo	16
R. DeWitt	14
OPEN GP	
G. Gereau	17
T. Nelson	14
C. Parme	10
600 4-STROKE GP	
J. LaBine	19
B. Chono	6
900 4-STROKE GP	
R. Radel	24
K. Bracken	16
R. Parr	13
OPEN 4-STROKE GP	
T. Nelson	20
S. DeSoto	14
S. Sowden	14
Thad Wolff	11
450 SUPER STREET	
K. Stack	21
S. Gerki	17
D. Behrendt	16
J. Unno	16
600 SUPER STREET	
B. Chono	15
G. Gereau	14
L. Fleming	10
750 SUPER STREET	
R. Radel	23
P. Eagan	11
R. Parr	11
D. Emde	10
OPEN SUPER STREET	
S. DeSoto	17
K. Bracken	12
C. Parme	11
250 PROD	
S. Stevens	30
D. Diaz	27
D. Nelson	11
450 PROD	
D. Behrendt	43
J. Braucht	25
R. Hlavka	23
600 PROD	
R. Langley	26
D. Longreco	21
W. Blakeslee	13
750 PROD	
W. Rainey	26
D. Fryer	13
M. Krolick	12
OPEN PROD	
C. Steward	28
A. Post	26
T. Statum	7
450 BOX STOCK	
J. Braucht	33
M. O'Brien	19
G. Lorman	14
600 BOX STOCK	
R. Langley	37
J. Bruscella	27
D. Logreco	26
750 BOX STOCK	
W. Rainey	35
M. Krolick	20
R. Flora	19
OPEN BOX STOCK	
C. Steward	24
A. Post	23
W. Blakeslee	16
FORMULA 4	
T. Nelson	23
D. Lowell	18
D. Nelson	17
SIDECARS	
Taylor/ LaPierre	16
Garnett/ James	13
Van Orsdale/ Thomas	13

TROPHY PICKUP

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pick-up, Box 498, Long Beach, CA 90801.

WANT ADS

Help Wanted

★Parts Counterman★
Minimum 2 years recent working exerience in motorcycle dealership parts department. Harley-Davidson preferred. Must have references & good background. $1,000 per month starting salary with regular raises. Paid medical, unifroms & vacations. Apply to Richard at Harley-Davidson Motors, 2131 E. 1st St., Santa Ana, CA 92705. (714) 835-9141. (29/30)

WANTED:
Professional help! Top level management position with the Northwest's largest growing Yamaha dealer. Must have both parts & service experience. Good opportunity for right person. Salary D.O.Q. plus fringe benefits. Send resume to: TACOMA YAMAHA WEST, 5510 6th Ave., Tacoma, WA 98406. (28/29)

Harley Mechanic Wanted!
Must be very experienced, machine skills helpful, excellent pay & fringe benefits. Ask for Oliver (213) 248-5618. (28/29)

HONDA MECHANIC WANTED
Progressive new Honda dealership looking for experience commission mechanic. Excellent benefits. CIRCLE CITY HONDA, Corona, CA (714) 734-2312. (29/30)

★Yamaha Mechanic Wanted!★
With at least 2 years experience. Fringe benefits, and possible advancement toward Service Manager, with long term dealership. T&O YAMAHA, 24020 Narbonne, Lomita, CA. (213) 534-2311, ask for Dean. (29/31)

HONDA TECH'S
We have dedicated ourselves to the establishment of the best customer service department in the L.A. & O.C. areas. To reach this goal we have tried for a long time to find & hire the best Honda technicians available, & we still need 2 with at least 5 years experience. We offer pleasant working conditions, a five-day week, paid holidays, group insurance, free tool insurance & the best pay for the best men. All inquiries confidential. Call LAKEWOOD HONDA, ask for Terry or Bill (213) 860-1354 or (714) 521-7112. (29/TFN)

HONDA PARTS PERSON
Experience required. Vacation & pension plan, 5-day week, excellent salary, work for the nice guys. HOUSE OF HONDA, San Diego (714) 286-3488 ask for Frank or Hank (29/30)

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HELMET HOUSE, INC. has several territories available for experienced representatives. For information contact: Gary Ramlow (213) 828-6405. (29/30)

Honda Motorcycle Dealership
is currently accepting applications for experienced Honda mechanics. Excellent benefits & year-round employment. Contact Hal at (714) 531-0742 or (213) 924-6006. (29/TFN)

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25 to 50 years old with at least 2 years recent working experience in a Harley-Davidson motorcycle dealership. Must have own tools. Factory trained person preferred. Must have references. $20,000 plus per year. Paid medical, uniforms, & vacations. Apply to Richard at Harley-Davidson Motors, 2131 E. 1st St., Santa Ana, CA 92705. (714) 835-9141. (29/32)

★Parts Manager★
We're looking for an experience parts manager for one of Los Angeles' largest Honda dealerships. Contact Mike Felder for more info at (213) 466-7191. We offer excellent pay and good company benefits. (29/TFN)

Sales/Customer Service Pos.
Excellent position & salary for the right person. Organized person needed with good written & oral communication skills. Knowledge of the motorcycle industry necessary. Salary open, depending upon experience. Computer operation knowledge a plus, but not necessary. Send resume to: K&N ENGINEERING, P.O. Box 1329, Riverside, CA 92502. Attn: Rich Barnes. (29/32)

★★★PARTS★★★
SANTA ANA KAWASAKI has an opening for a sharp, dependable & experienced parts person. Call John or Pat to arrange interview. (714) 541-5217. (29/30)

ROADRACE MECHANIC
Requires pevious national level roadrace experience comprehensive four-stroke background & availability for extensive travel during racing season. Responsibilities are to prepare & maintain bikesfor factory rider as well as drive company truck to various events. Call or send resume to Bonnie Whidden at KAWASAKI MOTORS, 2009 E. Edinger, Santa Ana, CA 92705. (714) 835-7000. (26/TFN)

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Send resume to CONCORD YAMAHA, 1891 Market St., Concord, CA 94520. Or call Jerry at (415) 798-2580 for more details. (24/TFN)

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COLE BROS. MOTORCYCLES (213) 980-3715. (21/TFN)

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Applicants should be highly motivated with above-average communications skills, strong mechanical background & familiarity with Kawasaki products or comparable vehicles. Also requires knowledge of correct operation of shop equipment, hand tools, & measuring instruments. Job duties will include preparation of product technical publications such as: Owner Manuals, part catalogs & service manuals for all types of Kawasaki products. Send a resume & salary history to Bonnie Whidden,. KAWASAKI MOTORS CORP., USA! 2009 E. Edinger, Santa Ana, CA 92705. (28/TFN)

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Experienced only! ALBA HONDA, North San Diego County ON THE COAST (714) 436-9771. (29/30)

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We're looking for experienced Honda mechanics & partsman. You want to make top wages plus excellent company benefits? Call DICK & WALT'S HONDA, Montebello, CA. Ask for Bob (213) 724-6673. (29)

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We're looking for an experienced mechanic with his own tools who's looking for a great work atmosphere & excellent company benefits. Contact: RINCON KAWASAKI, 263 S. "E" St., San Bernardino, CA 92401. (714) 884-6481. (26/5)

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Closest Honda dealer 50 miles. Sunny South Georgia. Interstate 75 just 15 miles from Florida. Inquire with John Thorne, 1015 N. Ashley, Valdosta, GA 31601. (912) 242-3835. (28/29)

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Land and building, parts & motorcycles, both shops open now. Located on US I outside Philadelphia and Trenton, NJ. Finance possible, available on one shop. For further information call Frank Ferrante, (609) 882-6684 nights. (18/32)

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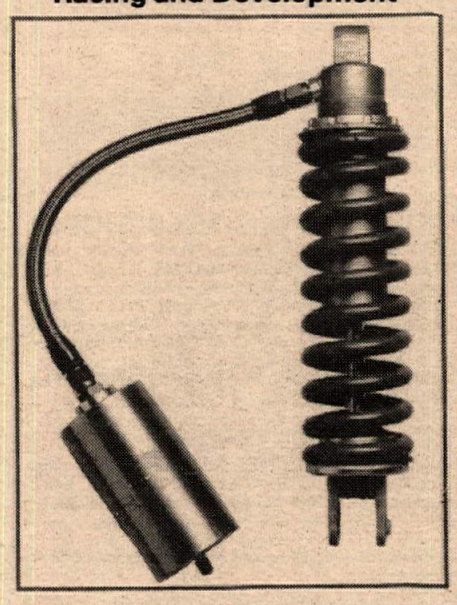
Racing and Development



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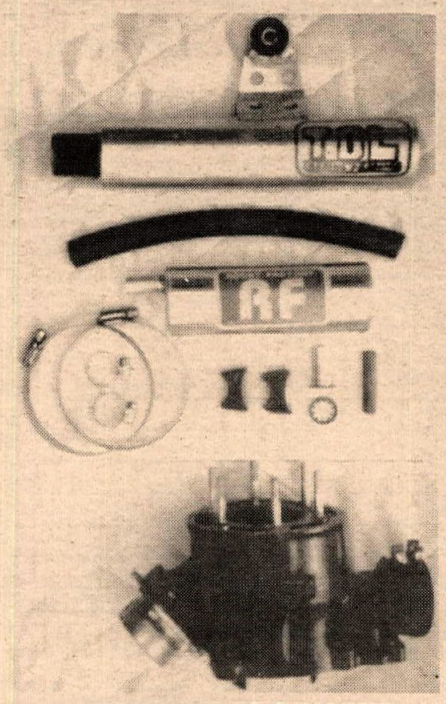
Al Baker makes production Honda shocks into works shocks that work! $75.00. Pro reservoir, stainless hose and bracket, add $124.00. Send shock, rider specifications and money order to: AL BAKER, 6944 Santa Fe Ave., Hesperia, CA 92345. (714) 244-5425. (28)



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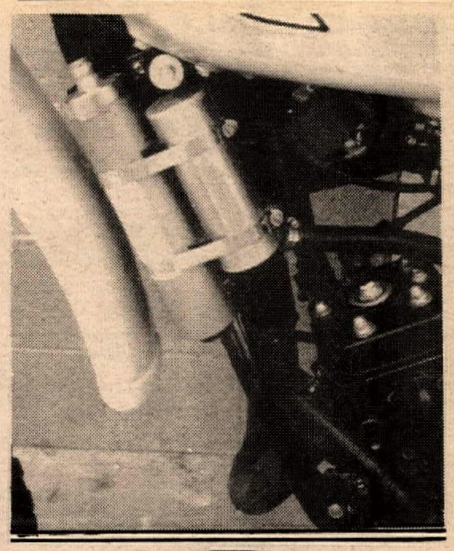

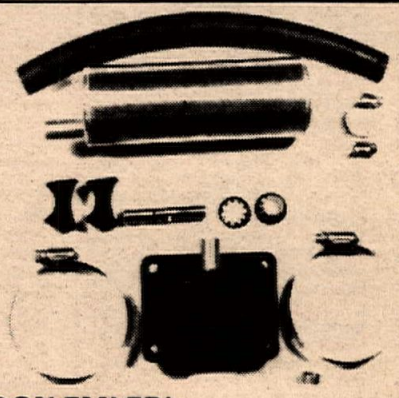

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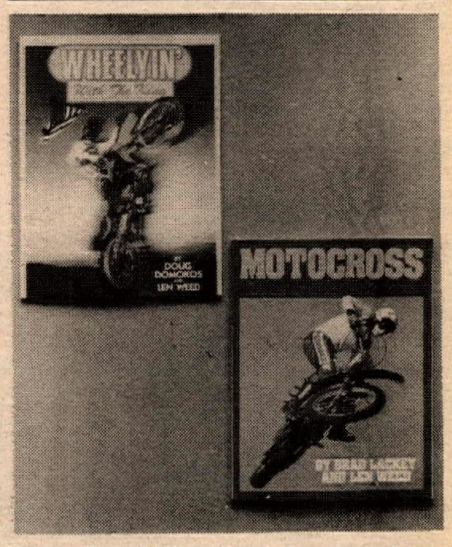

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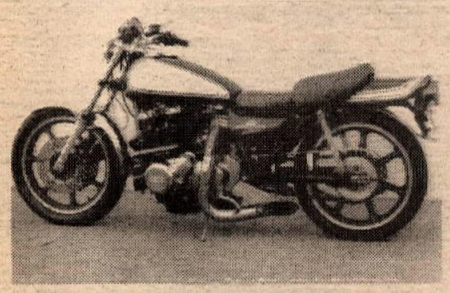

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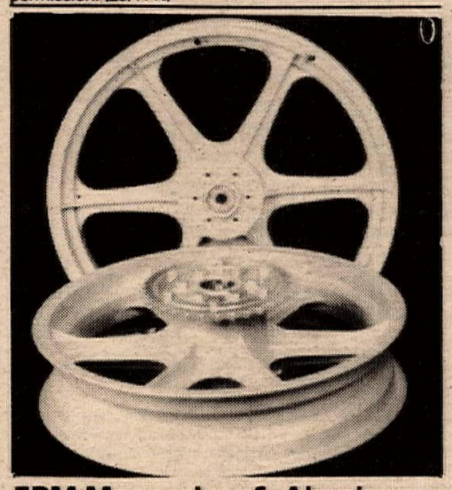

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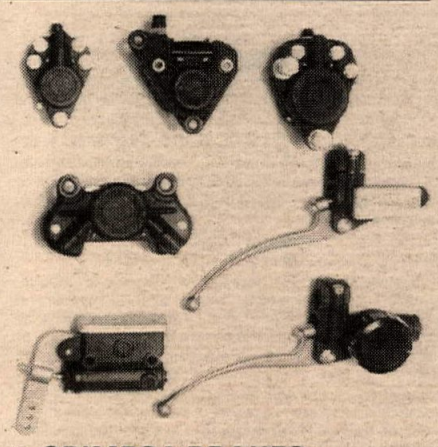

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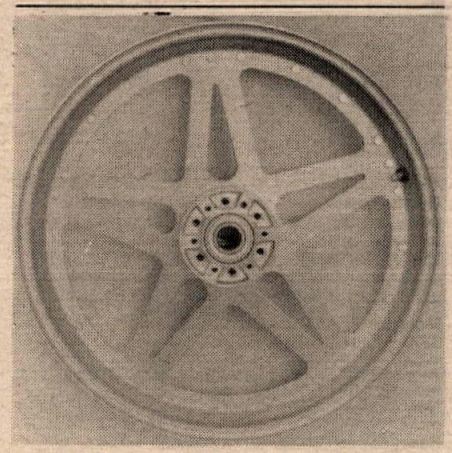

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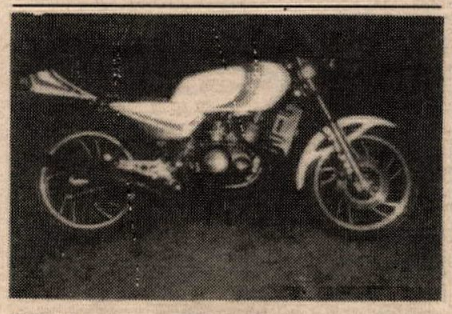

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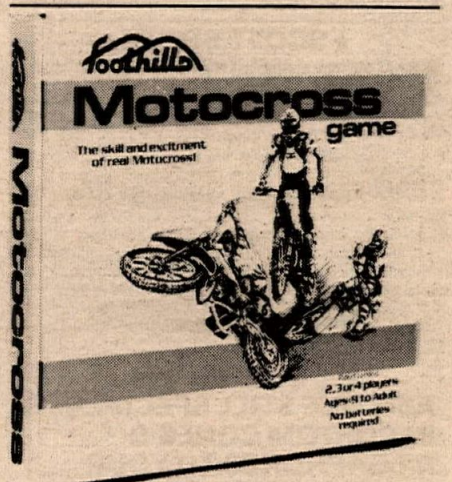

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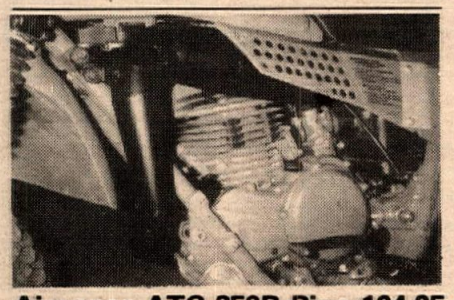

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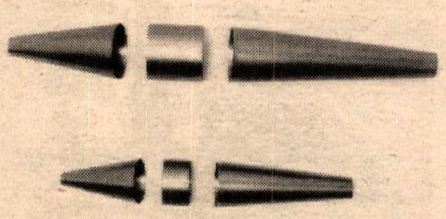

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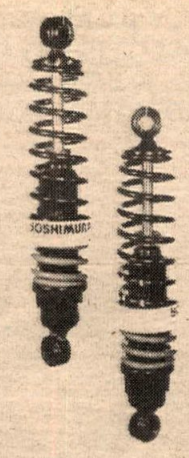

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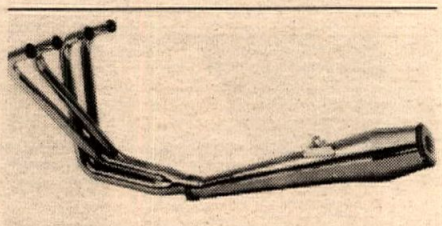

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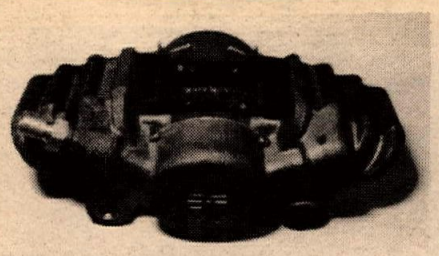

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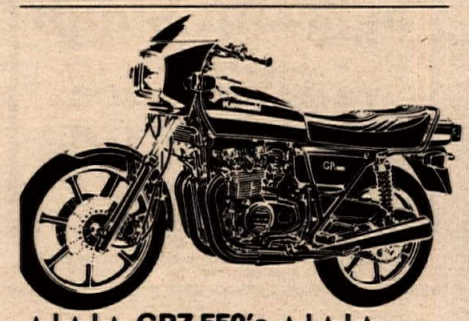

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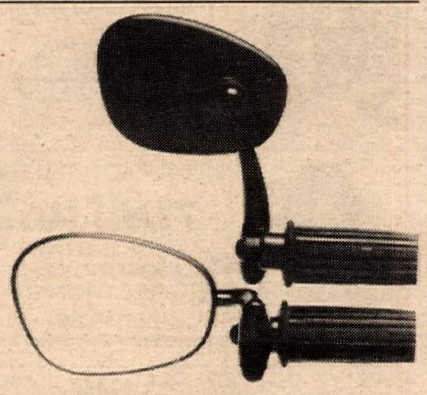

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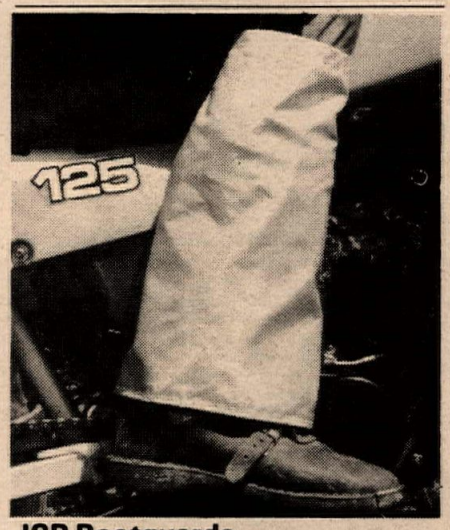

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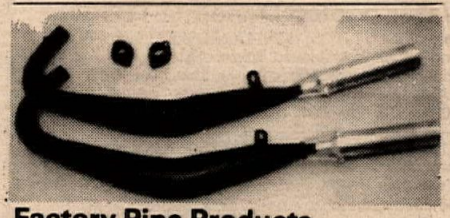

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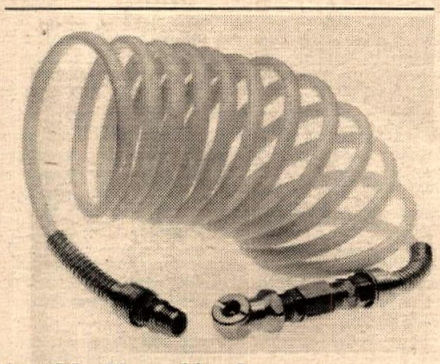

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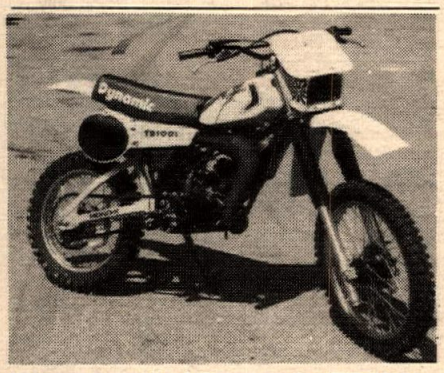

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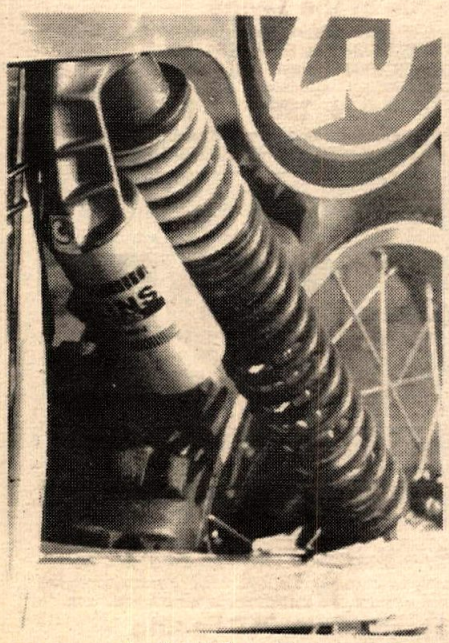

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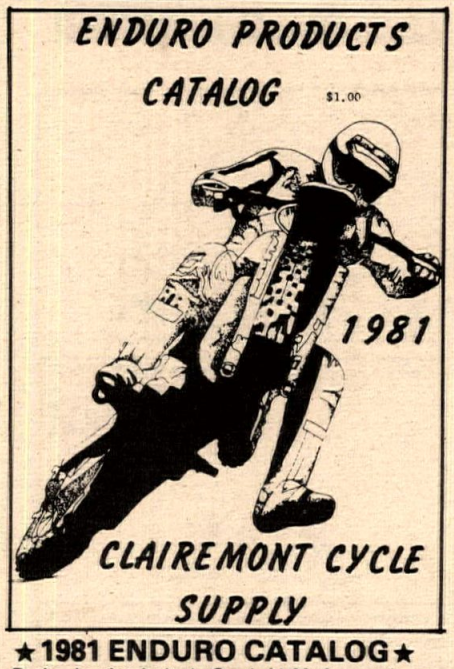
Excellent, $1500.00 O.B. (714) 523-3369. (29)



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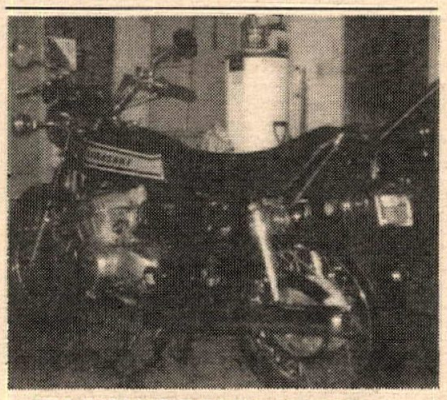
Wanted RD400 Yamaha
Wrecked or blown engine. Call Mike at (502) 443-5636, 9 to 5 p.m. (29/32)



★ '74 KAWASAKI 750 H2B ★
Mach IV — 17M — like new — $1500/OBO. (213) 347-5169. (2/29)

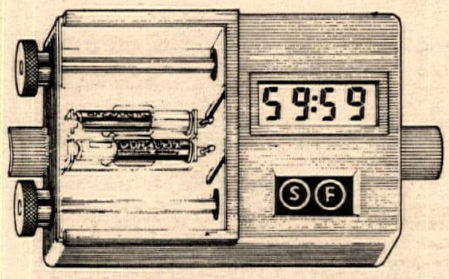
'78 RM125 & '75 CR125
Suzuki RM — $400, looks & runs like new. Honda CR — $200, needs minor work. Brett (714) 956-7513. (29/31)

★ '81 Yamaha 250 YZ $1300/OBO
White Bros. suspension, ports matched & polished, 2 tanks, MUST SELL. (213) 449-7172. (29/30)

1980 XT250G YAMAHA: White Bros. remote mono & spring, Terry Kit w/air caps, aluminum metal sprayed White Bros. pipe, Super Trapp, K&N air filtration, plus MORE! $1200. (714) 235-7053 days, (714) 462-2668 nites. (29/30)

Two Hondas-'81 CR250&'80 XR80
Fox Forx, JT leathers (32" waist), DG pipe. Will sell separate or with bike. ★ 250 — $1600 ★ XR80 — $400. (714) 897-0973 or (714) 897-4553. (29/30)

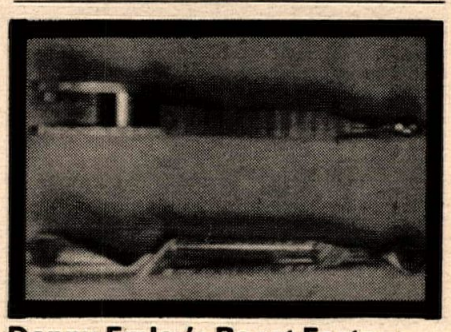
★ KTM ★ KTM ★ KTM ★
SALES — SERVICE — PARTS — MAIL ORDER SERVICE! Ohlin shocks dealer. BRIGHTON KTM, 327 Walnut, Brighton, CO 80601. (l303) 659-5419. (29/TFN)



THE COMBO $109.95, clock only $99.95, plus tax, shipping included. Send $2 for complete AA Enduro Products catalog. COUNTDOWN, 22102 Covello, Suite C, Canoga Park, CA 91303. (213) 348-8381. (7/TFN)

'79 SUZUKI RM125
Immaculate! Sun rims, Metzelers, Luft shocks, and new plastic. Only ridden in 2 '79 125 Nationals — $700/negotiable. Bret (714) 956-7513. (29/32)

1980 250 Maico
New — run once — Wheelsmith pipe — alloy silencer, $1395.00. (714) 557-2776. (29/31)



Donny Emler's Roost Factory ★ Works Floater Struts ★
Machined from 6061 T6 Billet stock. THREE times stronger than stock and ½ pound lighter. Heim joints for smoother action, adjustable length for improved handling. ONLY $94.50. ROOST FACTORY, 1430 259th St., Harbor City, CA 90710. (213) 530-8401. (29/TFN)

Yankee 500cc Twin
Top original, unrestored condition. 1512 miles. Make offer. B. Kenney, (404) 934-1550; (404) 491-3193 eves. (29)

★ 400 YAMAHA YZ '78
Excellent cond. New tires, chain, eng. gone thru, one hone size. Spent $550.00 at Cycle Shop. Only ridden 1 hr. since new everything. Desert tank, only $750.00. Call (714) 687-5334 or (714) 787-9205. (29)

FOX AIR SHOXS for 500 TT Yamaha, Dick Mann frame, good condition, $200. (714) 990-8911. (29/30)

★ 1971 Bultaco 250 Pursang ★
Excellent running condition. Only $200/OBO. (714) 524-0986. (29/30)

'80 Suzuki RM 250
Immaculate cond., hardly ridden, Paddle Trac tire, boots, leathers, gloves, helmet, many extras, moving, must sell, $1000/best. (714) 744-5024. (27/29)

Maico Parts — Mail Order
Ship anywhere. 4-speed to Mega II. DMG MAICO (213) 833-1301. (11/TFN)

'81 YZ 250H
Sun rim with heavy duty spokes, Answer Products silencer, new Dunlop rear knobby, JT Supercross number palte, JT Phase II filter, plus extras. $1,000.00. (213) 433-2632. (29)

Four Valve Jawa
Few races on complete rebuild, hard cams & cups, Briggo tank, sprockets, new tires, spare 22" & 19" wheels, some extras, $2600. (714) 744-8963. (29)

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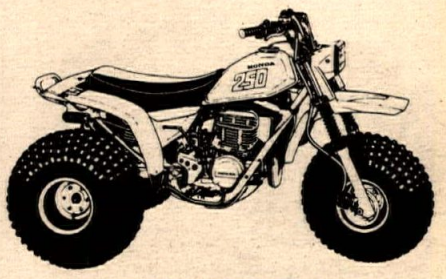
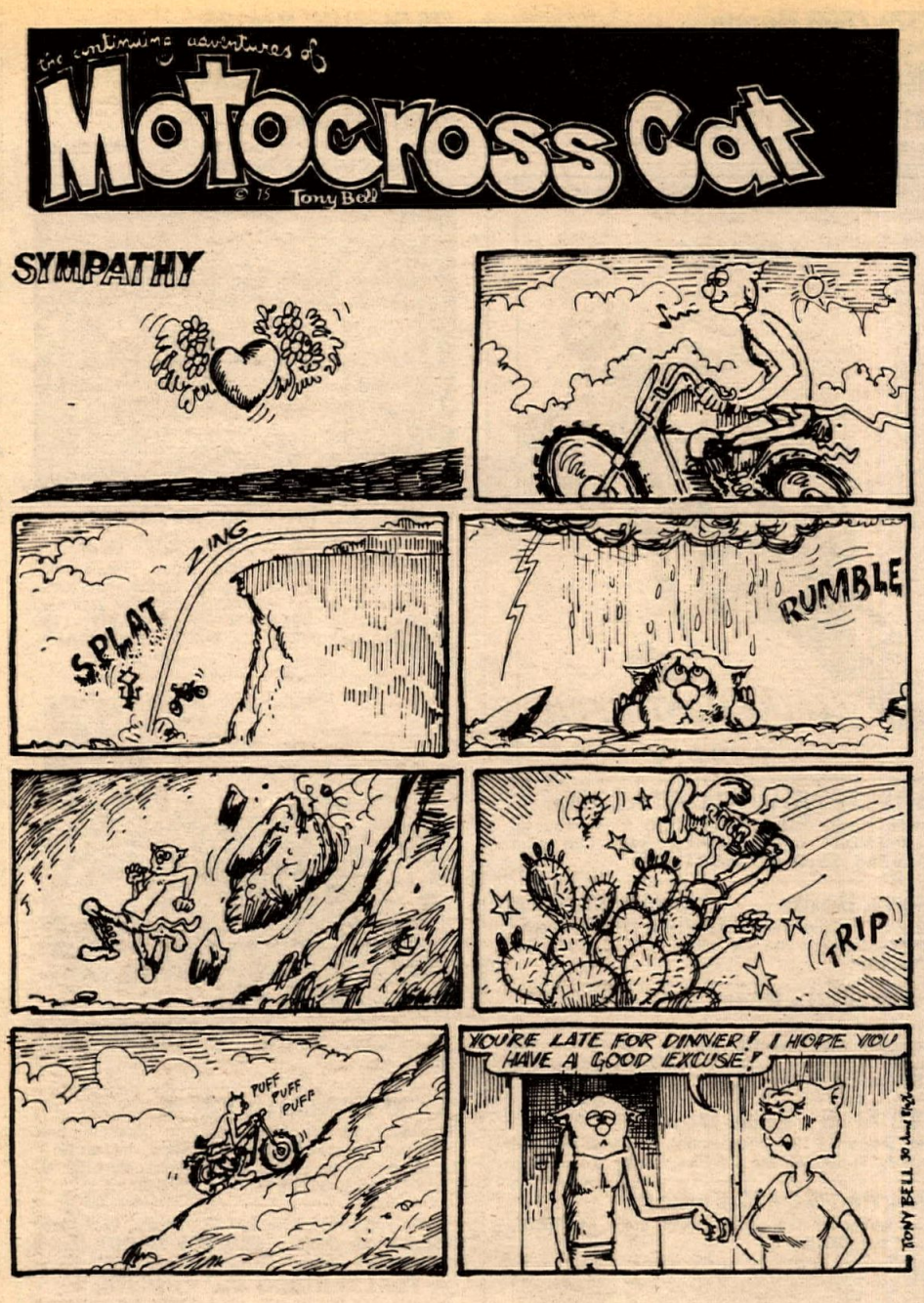
Excellent condition, R&D, air box, many extras, $1100. (714) 987-2411. (29)

JAD Sport Shirts
For sale $150.00 check signed John Watson of JAD SPORT SHIRTS, Bakersfield, CA. (714) 994-1170 or (714) 898-4557. (29)



SOOO MANY ATC TRICKS!!!
KOLBE HONDA has ATC250R Aluminum Alloy Silencers that increase performance for only $44.95. We also have heavy duty progressive fork springs "Cure that front fork bottoming problems," A MUST for only $24.95. An air cap equalizer kit with single filler — ONLY $11.95. Send your name and address on a self stamped envelope and we'll set you up on our NEW ATC TRICKS mailing list. WATCH FOR ALL OUR NEW ATC PRODUCTS! KOLBE HONDA, 7514 Reseda Blvd., Reseda, CA 91335. (213) 345-7616 or 22123 Ventura Blvd., Woodland Hills, CA 91364 (213) 348-7865. Dealer inquiries invited. (29/TFN)

★ ★ ★ 1981 YZ 250 H ★ ★ ★ ★ ★
Metzelers, knurled forks, shock mods, very fast, only ridden 4 times. Day (213) 530-8401, nite (714) 536-1777. (29)



Flat Trackers For Sale

125 Suzuki, Cheney frame, fresh motor, national qualifier, extra parts. Also 80 cheney, gearing and extra parts. No weekend calls please. (815) 438-3003. (29/30)

Special Bikes

1977 Silver Jubilee Triumph, 1500 actual miles, all original. One of 1000. $3,500 neg. 1979 Harley-Davidson Low-Rider, black & silver, complete S&S 98 inch kit, approx. 400 miles on engine, a true 150 mph Harley. $6,500 firm. 1972 Harley-Davidson XR factory racer built as custom street bike with kickstart and elects. Won custom bike 1st place Daytona Beach, $5,500 neg. Information packet $5...pictures, specs, literature, etc. GLEN APPLETON CYCLES, 601 Riverside Dr., Clarksville, TN 37040. Ph. (615) 647-1004 or (615) 647-4383. (29/30)

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Complete kits or machining only. Competition valve jobs. Motors "built" & rebuilt.

Send SASE for description & prices.

RACECO CYCLES, 416 Lafayette St., New York, NY 10003. (212) 675-7521. (27/30)

Upgrade your 35mm system!

MINOLTA XG-7, black, automatic & manual, 2 stop override, timer & all the goodies plus winder. Used ONLY 3 times, lens available. Need cash — $250/OBO. Mike — (714) 894-3638 after 6 p.m. (27)

Bunch of Good Stuff!

Assorted Triumph Cubs — (Several plunger type & swingarm frames). A Royal Enfield Crusader, running. Zundapp Super Saber. Call Geroge, days (213) 327-6858, evenings (213) 538-4656. Sell or trade??? (27/30)

★★PRO TRAC TRAILERS★★

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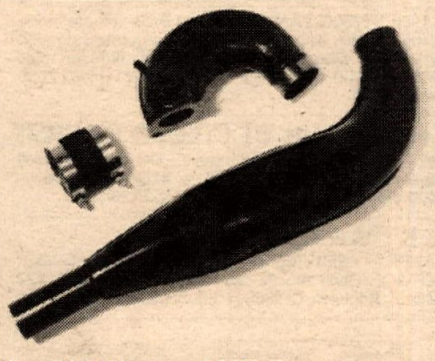
Do you want tires cheap?????

Bridgestone Closeout!!! 400 x 18, M10 Knobby — $22.00. 4.10 x 18 M6 Knobby — $22.00. 3.75 x 18 M8 ISDT — $21.00. 4.25 x 18 M8 ISDT — $24.00. 4.75 x 18 M8 ISDT — $26.50. Call today for super low prices on all sizes of Dunlop. Continental, Cheng Shin, IRC or Carlisle, street or dirt. Call "Doc" Monday-Friday 9 a.m.-6 p.m. at (805) 498-9818. (28/31)



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Water jacketed tapered headpipe connected with a rubber coupler to a high volume expansion chamber. BOLTS ON IN 15 MINUTES! All hardware included. Write: FACTORY PIPE PRODUCTS, 3001 S. State St. #30, Ukiah, CA 95482 or call: (707) 462-9291. (23/TFN)

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★NEW★ 1981 TZ250H in crate!

(415) 798-2580 — ask for Jerry. (13/TFN)

YZ125H ROLLING FRAME: Complete $375. Yamaha 125 Staracer frame, glass, shocks, brakes, $350. YZ80 Viper framed flat tracker, right hand shift, Cerianis, extras, $750. 1978 YZ125 engine, $200. (309) 662-3409. (29)

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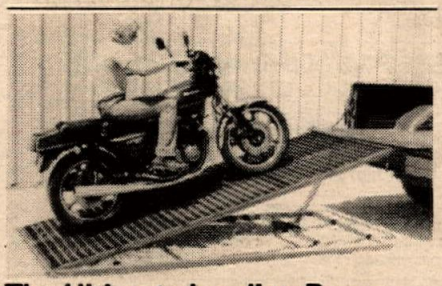
1977 Bultaco Astro, Banke, Lectron, like new, $750. Star TT500 frame with glass, $500. Beautiful rolling CCM frame for BSA 500, $750. 250 Bultaco Astro motor, complete, fresh, $350. TT500 parts — heads, cams, cranks, etc. (312) 246-4971. (29/30)



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BILL'S CYCLE CENTER, INC. introduces a commercial duty loading RAMP for motorcycles and snowmobiles. The RAMP is constructed of a 2" square tube frame. It is covered with expanded steel to eliminate mud and snow build up. The RAMP dimensions are 4'x10' and is adjustable with a hydraulic jack from 22" to a height of 4'. For more information contact: BILL'S CYCLE CENTER, INC., Hiway 71 North, Storm Lake, IA 50588. (712) 732-1150. (29/30)

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4 & 2 cycle carburetor kits. Dealer inquiries invited. Daily UPS shipping. DALE'S PERFORMANCE CENTER, 1830 Lakeview Terrace, Long Lake, MN 55356. (612) 473-9073. (28/31)

TT 500 engine

A fresh 90mm 541 big bore Yamaha engine, Norris cam, Aries piston, Norris springs, very fast, $400.00. Call (318) 855-6297. (29)

750-Triumph-Trackmaster

Custom made for trail riding or packing double. Whole bike is completely new. Contact — Mike Haney at HARRY D. FOSTER MOTORCYCLES (213) 370-5651. (29)

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Holy Duck-only 4 more months

Barstow to Vegas — Don't be a turkey for Thanksgiving — Join the Duck.

Harry & John (29/30)

Manx Norton 500cc 1959

Manx Norton 1948, 1930 Rudge 4 valve TT racer, MV Agusta 750 America, Vincent Rapide, Matchless G-15 CS, other exotica. Will ship anywhere. Rob Iannucci, day or night, (213) 596-0504. (29/30)

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2 pair short track, size 12, one pair motocross & boots. (815) 964-3926. (29)

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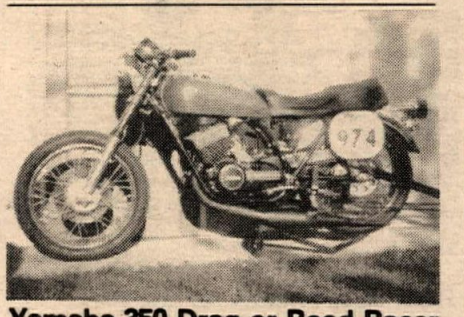
Beautiful, original, low miles, $2,495. (612) 871-7345 weekends. (29/30)

HUSKY 125 — like new

Priced to sell — $700. (714) 637-3185. (28/29)



Yamaha 350 Drag or Road Racer

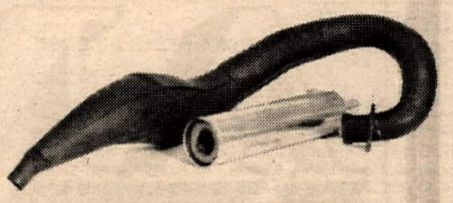
Very clean. '75 RD 350 with TR3 top end and pipes, 34mm Mikunis, TZ350 crank, Dyna III ignition, many spares and extras — enough to build a second bike, including frame and engine. Currently set up for drags, but all parts for road racing conversion included. $1500.00 takes everything. John, evenings (213) 881-8533. (29/30)

Bultaco Metralla MKII RS

1969, excellent unrestored condition, RS package is brand new and has never been titled. Two bikes in one. $1,495. (612) 871-7345 weekends. (29/30)

Vincent 1000 immaculate

1951. Totally restored. Collector's item. $7,000/offers. (203) 322-1474. (29)



FPP Tri Moto Pipe, $65.00

Includes rebuildable aluminum muffler (snap ring type no rivets) mounting & jetting instructions, all mounting hardware. Total guarantee. Spark arrestor inserts available. NOW IN STOCK (707) 462-9291. (19/EOI/TFN)

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Next race August 2nd. Any current roadracing license accepted. Classes for: Box Stock, Production, Super Street, GP; by displacement. New riders school August 1st. Interested parties may contact Vice President Scott Chaytor at (702) 649-9563. (29/30)

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RD400F Daytona Special

Setbacks, chambers, good condition, $1,550.00 or offer. (714) 675-4988. (29)

'81 RM250 forks

Complete assembly. Brand new. Also camper shell fits shortbed Chevy truck, $300 each. Call Mike (714) 633-5140. (29)

1981 Kawasaki KX 250

$500.00 & take over payments or $1500.00 O.B.O. Raced twice, bought 12/80, stored since 2/81. showroom condition, divorce forces sale. After 6 p.m. Rande (213) 830-1891. (29)

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Like new, race ready, G updates, many improvements & spares. Will deliver. $4,000. (904) 788-4009. (29/30)

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'77 RD400 showroom condition

7000 original miles, sitting for last 8 months, $1500.00 OBO. (213) 944-2290. (29)

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2 to 5 rail custom built motorcycle trailers. Dealer inquiries invited. (213) 923-8883 or (213) 861-7721. (23/TFN)

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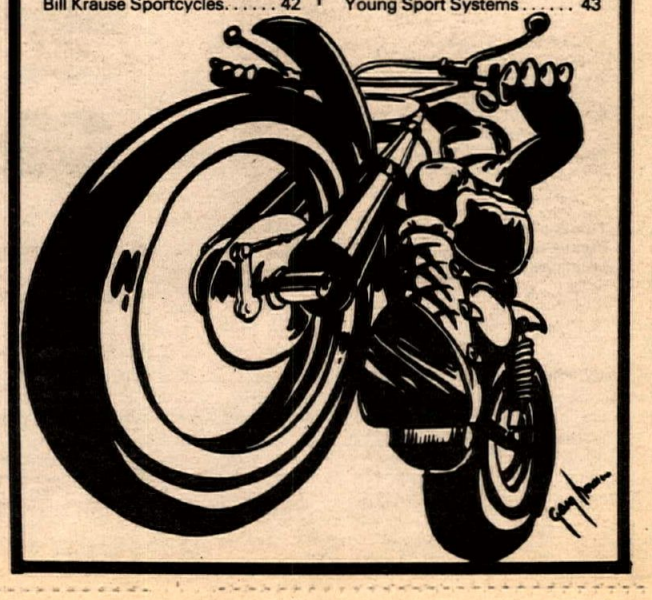

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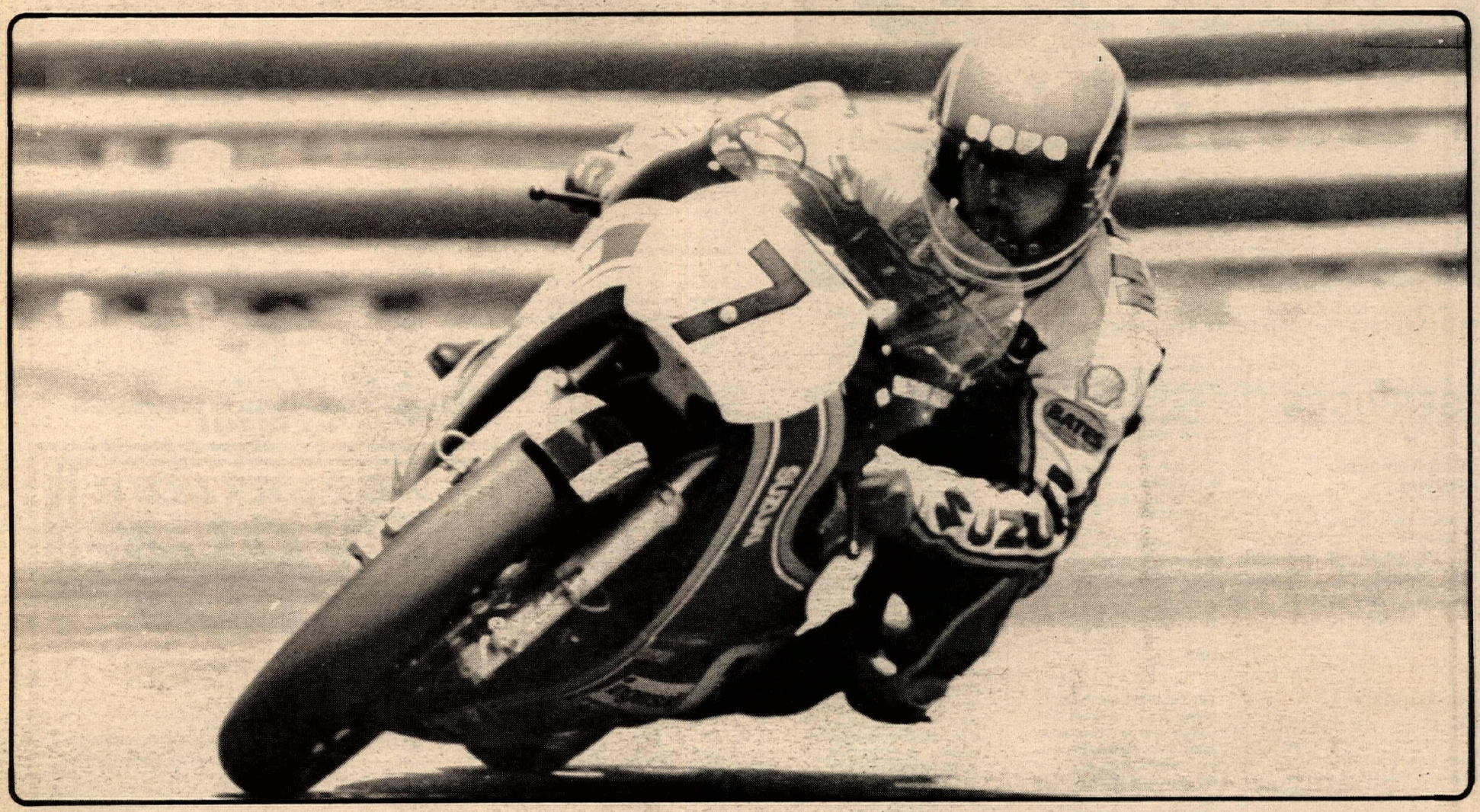

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